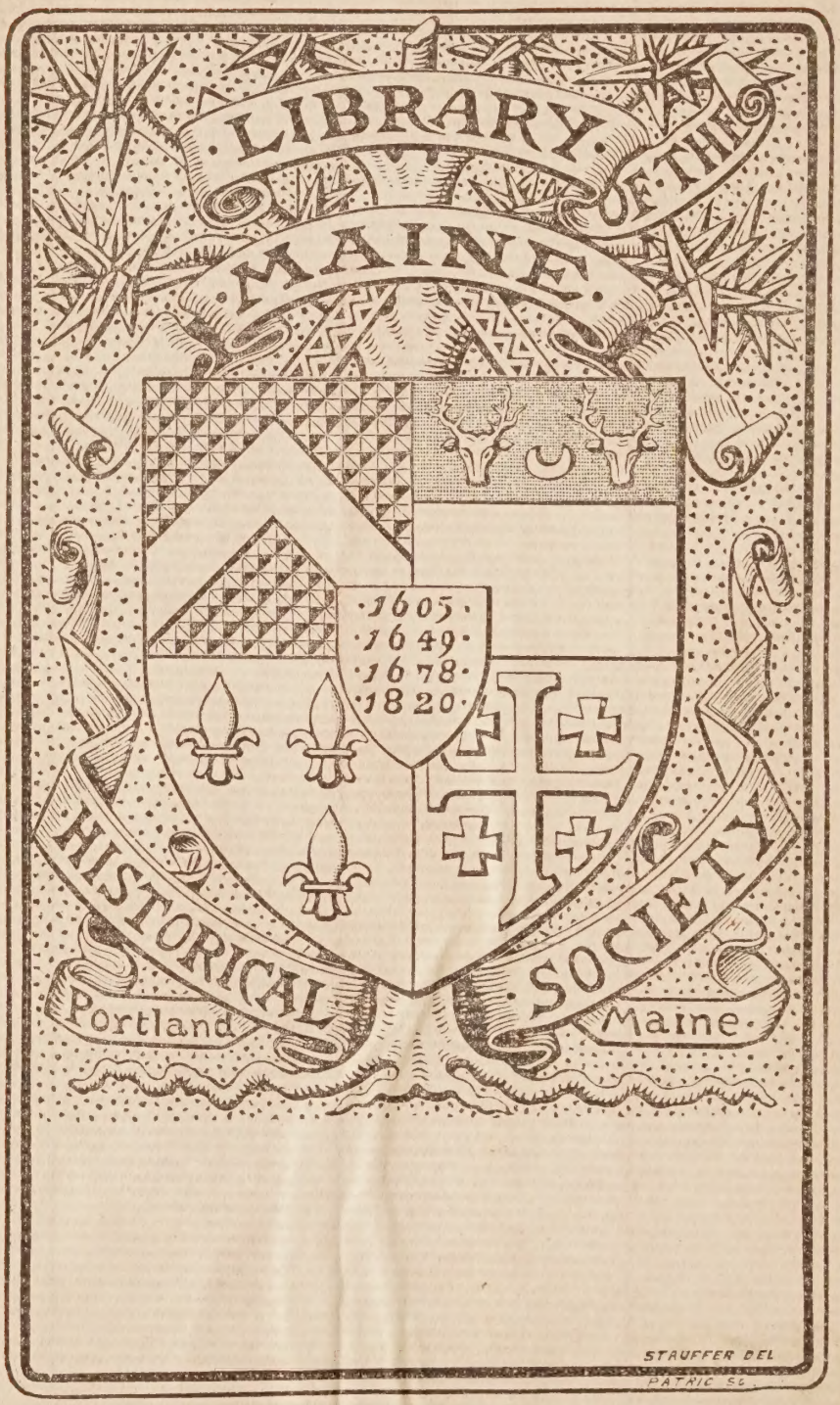
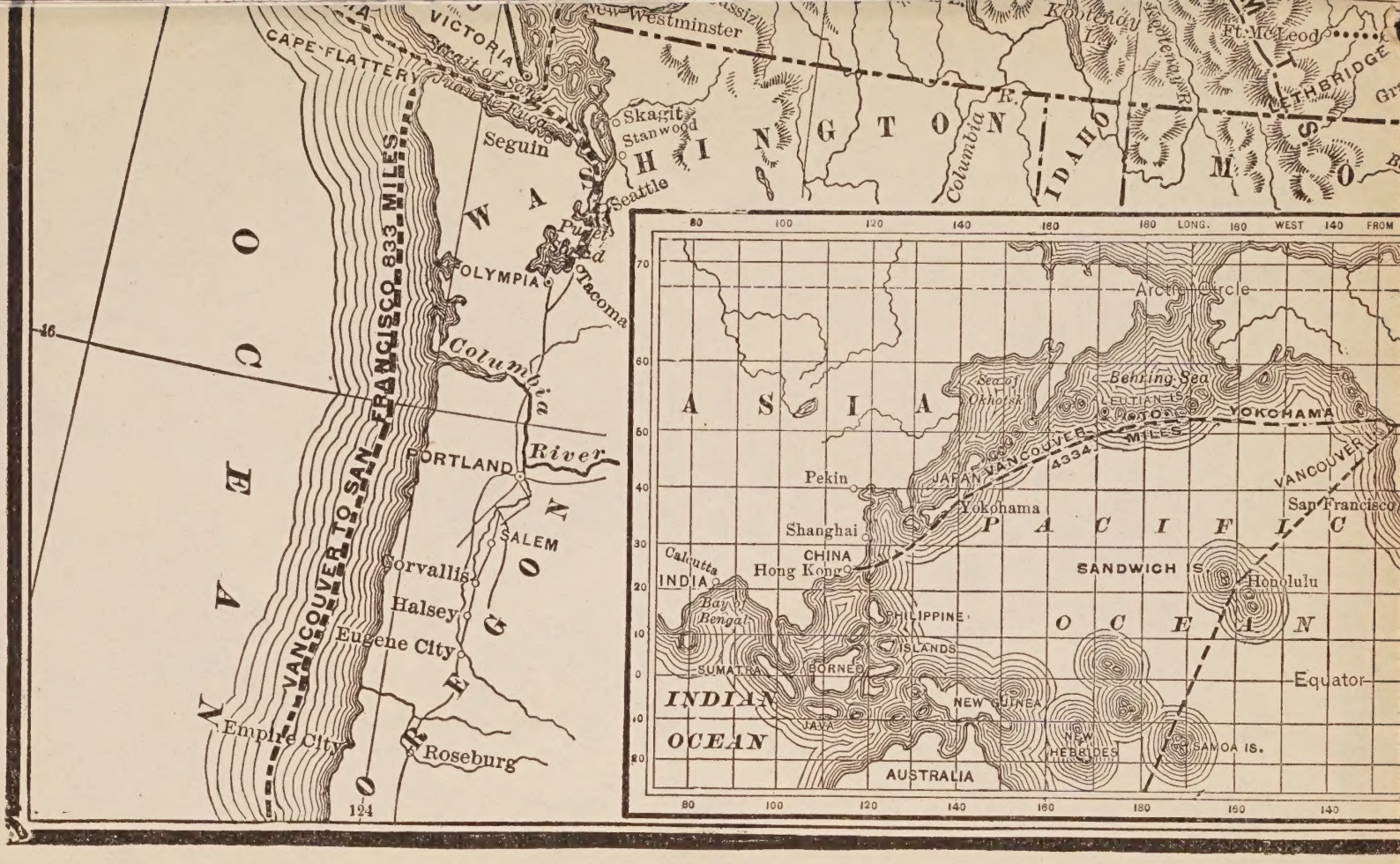
Summer Tours 1888


LIBRARY OF THE
MAINE
1605
1649
1678
1820
HISTORICAL SOCIETY
Portland Maine
STAUFFER DEL
PATNIC SC

RB 103,630

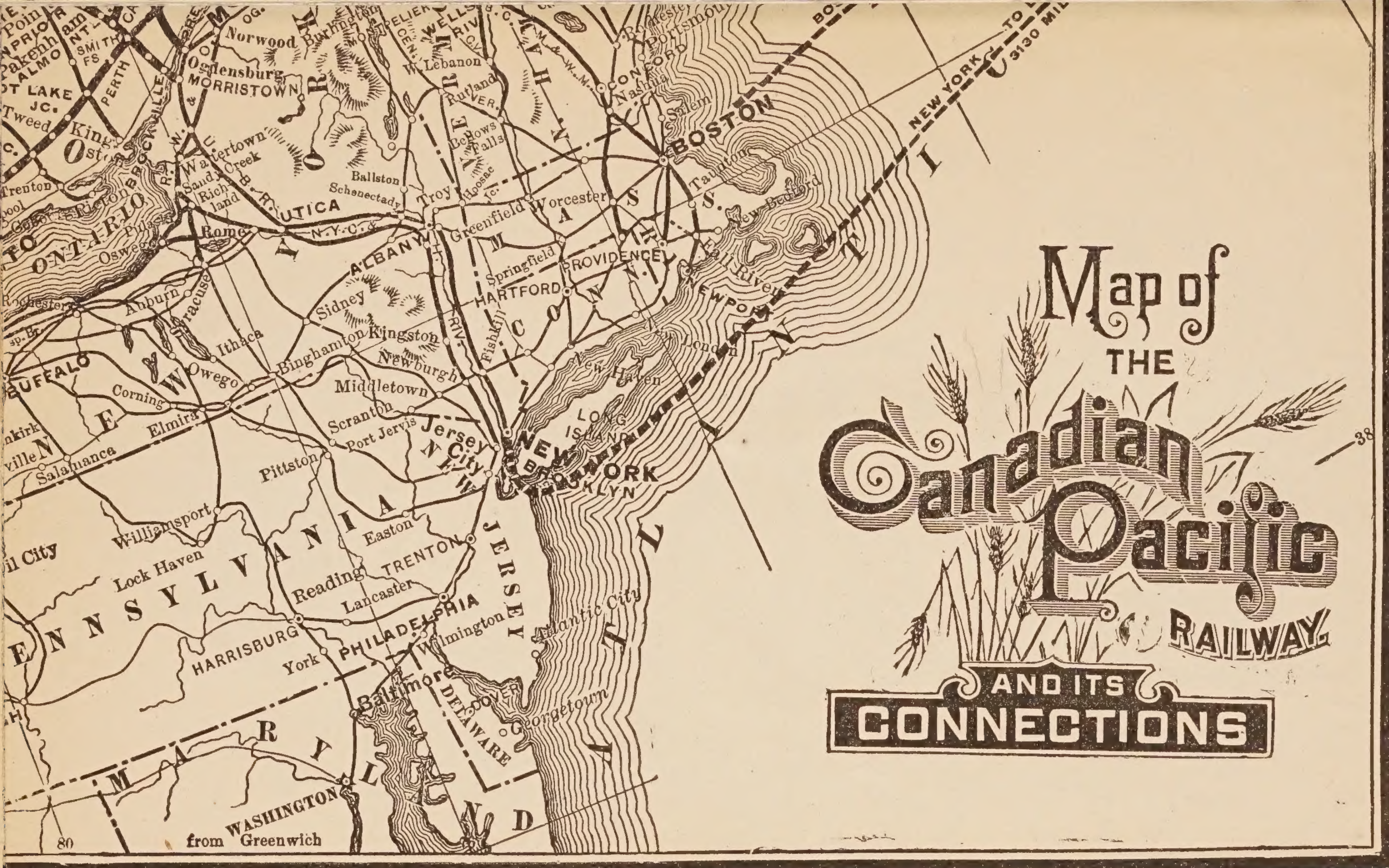
128
124
120
116
54
50
Hazleton
Riv.
Babine R.
Skeena
Peace
Riv.
Ft. McLeod
Smoky R.
Crees Houses
Little Slave Lake
Ft. Fraser
Nilkosla R.
Simonette R.
Ft. Assiniboine
H. B.
BANKS ID.
PRINCESS ROYAL I.
Laredo Sound
Milbank Sound
Dean Inlet
Entiako R.
Fraser R.
Quesnelle Lake
Jasper Ho.
St. Albert
St. Anne
R. C. Mission
Pembina R.
CALVERT I.
Queen Charlotte Sound
CAPE SCOTT
Chilco Lake
Butte Inlet
Thompson R.
Shuswap R.
Revelstoke
MT. BROWN
MT. HOOKER
MT. YELLOWHEAD
Rocky Mtn. Ho.
Red Deer River
KAMLOOPS
Savona's
Ashcroft
Spence's Br.
Lytton
Nootka Sound
VANCOUVER I.
VANCOUVER
TO 4334
CANADIAN
TCHAMOUS
Craigellachie
Chinnewillum
Golden
Stephen
Morley
Cochrane
Keith
LAGGAN
BANFF SPRINGS & NATIONAL PARK
DOMINION
ATHABASCA
BRITISH COLUMBIA
ALBERTA


VICTORIA
CAPE FLATTERY
Strait of Juan de Fuca
Westminster
Kootenay Lake
Ft. McLeod
LETHBRIDGE
Skagit
Stanwood
Seguin
Seattle
Puget Sound
Tacoma
OLYMPIA
Columbia
River
PORTLAND
SALEM
Corvallis
Halsey
Eugene City
Empire City
Roseburg
VANCOUVER TO SAN FRANCISCO 833 MILES
46
124
WASHINGTON
IDAHO
OREGON
PACIFIC OCEAN
Columbia R.
LONG. 180 WEST 140 FROM
Arctic Circle
Sea of Okhotsk
Behring Sea
ASIA
YOKOHAMA
VANCOUVER 4334 MILES
JAPAN
Pekin
Yokohama
Shanghai
CHINA
Hong Kong
Calcutta
INDIA
Bay of Bengal
SANDWICH IS.
Honolulu
San Francisco
PHILIPPINE ISLANDS
SUMATRA
BORNEO
JAVA
NEW GUINEA
NEW HEBRIDES
SAMOA IS.
AUSTRALIA
INDIAN OCEAN
Equator

Digitized by the Internet Archive
in 2024 with funding from
University of Toronto

https://archive.org/details/summertoursbycan00cana_1

Map of
THE
Canadian Pacific
RAILWAY
AND ITS
CONNECTIONS
DOMINION OF CANADA
BRITISH COLUMBIA
ATHABASCA
SASKATCHEWAN
ASSINIBOIA
MANITOBA
ONTARIO
QUEBEC
NEW BRUNSWICK
NOVA SCOTIA
PRINCE EDWARD ISLAND
NEWFOUNDLAND
LABRADOR
VANCOUVER ISLAND
PACIFIC OCEAN
ATLANTIC OCEAN
INDIAN OCEAN
ASIA
EUROPE
AFRICA
AUSTRALIA
SOUTH AMERICA
NORTH AMERICA
UNITED STATES
INTERNATIONAL BOUNDARY
CANADIAN PACIFIC RAILWAY
VANCOUVER
VICTORIA
WINNIPEG
MONTREAL
QUEBEC
TORONTO
OTTAWA
HALIFAX
ST. JOHN
CHICAGO
DULUTH
MINNEAPOLIS
ST. PAUL
BUFFALO
NEW YORK
BOSTON
PORTLAND
Longitude West from Greenwich


Map of
THE
Canadian Pacific
RAILWAY
AND ITS
CONNECTIONS
BOSTON
NEW YORK
PHILADELPHIA
ALBANY
UTICA
HARTFORD
PROVIDENCE
TRENTON
HARRISBURG
WASHINGTON
Baltimore
Jersey City
BROOKLYN
LONG ISLAND
Springfield
Worcester
Greenfield
Troy
Schenectady
Ballston
Rome
Syracuse
Auburn
Ithaca
Owego
Binghamton
Sidney
Kingston
Newburgh
Middletown
Scranton
Port Jervis
Pittston
Easton
Reading
Lancaster
York
Wilmington
Atlantic City
Georgetown
Dover
Williamsport
Lock Haven
Corning
Elmira
Salamanca
Buffalo
Oswego
Watertown
Sandy Creek
Richland
Ogdensburg
MORRISTOWN
Norwood
Burlington
W. Lebanon
Rutland
Bellows Falls
Hoosac Jc.
Concord
Nashua
Salem
Taunton
New Bedford
Fall River
Newport
New London
New Haven
Fishkill
Brockville
Perth
Smith Fs
Tweed
Sharbot Lake Jc.
Kingston
Trenton
ONTARIO
NEW YORK
PENNSYLVANIA
NEW JERSEY
DELAWARE
MARYLAND
VERMONT
N. HAMPSHIRE
MASS.
CONN.
R.I.
ATLANTIC
from Greenwich
80
38
NEW YORK TO
3130 MILES

3 fold. maps, illus.
Not in Bell
Mell
78 Jc

SUMMER TOURS

BY THE

"But who can paint
Like NATURE! Can Imagination boast,
Amid its gay creation, hues like hers?"

Third Edition

ISSUED BY PASSENGER DEPARTMENT
CANADIAN PACIFIC RAILWAY
MONTREAL

1889

CANADIAN PACIFIC RAILWAY

HEAD OFFICES, MONTREAL, CANADA

W. C. VAN HORNE	President	Montreal.
CHARLES DRINKWATER	Secretary	Montreal.
T. G. SHAUGHNESSY	Assistant General Manager	Montreal.
GEO. OLDS	General Traffic Manager	Montreal.
HENRY BEATTY	Manager Steamship Lines and Lake Traffic	Toronto.
I. G. OGDEN	Comptroller	Montreal.
D. MCNICOLL	General Passenger Agent	Montreal.
C. E. E. USSHER	Assistant General Passenger Agent	Montreal.
W. SUTHERLAND TAYLOR	Treasurer	Montreal.
L. A. HAMILTON	Land Commissioner	Winnipeg.
T. A. MACKINNON	General Superintendent, Ontario & Atlantic Division	Montreal.
C. W. SPENCER	General Superintendent, Eastern Division	Montreal.
WM. WHYTE	General Superintendent, Western Division	Winnipeg.
HARRY ABBOTT	General Superintendent, Pacific Division	Vancouver.
ROBERT KERR	General Freight and Passenger Agent, W. and P. Divisions	Winnipeg.
D. E. BROWN	Assistant General Freight & Passenger Agent, W. & P. Divisions	Vancouver.
G. M. BOSWORTH	Assistant Freight Traffic Manager, Ontario & Atlantic and Eastern Divisions	Toronto
J. N. SUTHERLAND	General Freight Agent, Ontario Division	Toronto.
J. A. SHEFFIELD	Superintendent Sleeping, Dining and Parlor Cars	Montreal.
E. V. SKINNER	General Eastern Agent	New York, 353 Broadway.
W. R. CALLAWAY	District Passenger Agent	Toronto.
C. E. MCPHERSON	District Passenger Agent	Boston, 211 Wash. St.
W. F. EGG	District Passenger Agent	Montreal.
J. L. LEE	Commercial Agent	Chicago, 232 S. Clark St.
E. S. ANDERSON	General Baggage Agent	Montreal.

INDEX

DESCRIPTIVE.

Eastern Tours— PAGE.

The New Short Line to the Maritime Provinces ..... 25 to 43
To Lower St. Lawrence and Gulf Ports ..... 44 to 50
To Portland and the Sea Coast, via the White Mountains. 51 to 59
To Boston, via Montreal & Boston Air Line..... 61 to 62
To Mount Desert and the Maine Coast..... 62 to 64

Western Tours—

Across the Continent, via the C. P. Ry. Transcontinental Route..... 113 to 127
To the Upper Lakes and the North-West, via the Lakes... 127 to 133
To the West, via Sault Ste. Marie and Rail ..... 133 to 134
To the West, via Sault Ste. Marie and Lake..... 134 to 135
To the North-West, via Chicago and St. Paul..... 135 to 136
Tours on the Pacific Coast, San Francisco, Alaska, etc..... 136 to 143
Alternate routes returning from the Pacific Coast..... 143 to 144

Miscellaneous Tours—

To the Thousand Islands and down the St. Lawrence River 173 to 179
Toronto to Ottawa and Montreal, etc..... 179 to 186
To Niagara Falls, Buffalo and Chautauqua Lake..... 186 to 189

ILLUSTRATIONS.

C. P. R. Hotel, Banff Hot Springs..... 8
Interior of C. P. R. Dining Car..... 12
Montreal from the Mountain 14
A Morning Catch..... 15
Antelope on the Plains..... 16
Canoeing 17
Wild Geese Shooting in the North-West..... 18
Camp Alexandria on the Nepigon..... 20
In Johnstone's Straits, B.C..... 22
What did you say that fish weighed?..... 23
Fraser River Canyon, above Yale 24
St. Lawrence River Bridge, near Montreal..... 27
A Canadian Pacific Railway Train..... 30
Interior of Smoking Room Sleeping Car 33
Chamcook Lake, near St. Andrews, N.B. 37
Passamaquoddy Bay, St. Andrews, N.B..... 38
St. Andrews, N.B..... 39
Joe's Point, St. Andrews, N.B..... 40

ILLUSTRATIONS—(*Continued*). PAGE.

Halifax from the Battery 42
Quebec from Point Levi 45
Mount Washington 52
View on the White Mountain Range 54
In the Heart of the White Mountains 56
Old Man of the Mountain 59
Approaching the Crawford Notch 60
Interior of State-room Sleeping Car 112
White-fish Bend, Nepigon River 114
Scenes around Fort William 116
Interior Canadian Pacific Steamships 118
Mount Stephen, east side 120
Mount Carroll, west side 122
The Point of the Glacier, Sir Donald 124
Cariboo Road Bridge, over the Fraser River 126
The Great Glacier 128
Arch Rock, Mackinac 131
Thunder Cape, Lake Superior 132
Gorge of the Homathco River 137
On the Coast of British Columbia 139
Seymour Narrows, B.C 141
Canadian Pacific Railway Steamship 145
Parliament Buildings at Ottawa 172
Among the Thousand Islands 174
Ottertail Mountains 177
Descent of the Lachine Rapids, on the St. Lawrence River 180
Parliament House, Ottawa 181
Montreal, from the River 183
Quebec, from the River 184

MAPS.

Across the Continent 1
Of St. Andrews, N.B., and neighborhood 36
Montreal & Boston Air Line, and Short Line through Maine 112
Pacific Coast, San Diego to Alaska 207

GENERAL INFORMATION AND EXPLANATION ..... 9 to 11
SPECIAL INFORMATION REGARDING EASTERN TOURS ..... 65 to 66
SPECIAL INFORMATION REGARDING WESTERN TOURS ..... 146 to 147

ADVANTAGES OFFERED TO PASSENGERS.

Round Trip Tickets 13
Mileage Tickets 13
Commutation Trip Tickets 13
Season Tickets 13
Saturday Excursion Tickets 13
Sportsmen's Tickets 14

FISHING AND SHOOTING ..... 15 to 23

		Page
Railway and Steamship Connections.		
Eastern Tours		110 to 111
Western Tours		170 to 171
Miscellaneous Tours		201 to 202
List of Officers		2
Agencies, List of		206 to 207
Sleeping and Parlor Car Tariff and Service		203 to 205
Tours—Eastern.		
Return Trips—		
Bar Harbor (Mount Desert)	Me	67 to 68
Bethlehem,	N.H	69
Boston,	Mass	69 to 72
Cacouna,	P.Q.	72
Charlottetown,	P.E.I.	72 to 74
Crawford House,	N.H	75
Chicoutimi,	P.Q	77 to 78
Dalhousie,	N.B.	75
Eastport,	Me.	75
Fabyan's	N.H	76
Gaspe,	P.Q	76 to 77
Glen House,	N.H.	
Greenville,	Me	
Ha Ha Bay (Saguenay),	P.Q	77 to 78
Halifax,	N.S	78 to 84
Lake Memphremagog,		85
Lake St. John,	P.Q	85
Moosehead Lake,	Me	77 and 85
Mount Kineo House,	Me	85
Mount Washington (Summit of)		86
Murray Bay,	P.Q	86
Newport,	Vt.	86 to 87
New York,	N.Y	87 to 88
North Conway,	N.H	88
Old Orchard Beach,	Me	88 to 89
Perce,	P.Q.	89
Pictou,	N.S	90 to 91
Plymouth,	N.H	91
Portland,	Me	92
Profile House,	N.H	93
Richibucto,	N.B	93
Riviere du Loup,	P.Q.	94
St. Andrews,	N.B	94 to 95
St. John,	N.B	95 to 98
St. Johns,	Newfoundland	99
Summerside,	P.E.I	99

TOURS—EASTERN—*(Continued).* PAGE.

Sydney, Cape Breton 100
Tadousac, P.Q 100
Weir's N.H..... 100

Single Trips—

White Mountain Resorts and Seaside through White Mountains..... 101
Boston, Mass..... 102 to 103
Halifax, N.S..... 103 to 104
New York, N.Y ..... 104 to 105
Portland, Me..... 106
St. Andrews, N.B..... 106
St. John, N.B..... 106 to 107

Side Trips—

Bethlehem Junc. to Bethlehem and Return..... 108
Bethlehem Junc. to Profile House and Return 108
Fabyan's to Summit of Mount Washington and Return.... 108
Greenville to Mount Kineo House and Return..... 108
Lennoxville or Sherbrooke to Greenville and Return..... 108
Lennoxville or Sherbrooke to Lake Megantic and Return.. 108
McAdam Junc. to St. Andrews and Return..... 108
Magog to Newport and Return 108
Newport to Magog and Return 109
Newport to Sail on Lake Memphremagog..... 109
Portland to Old Orchard Beach and Return..... 109
Quebec to the Saguenay and Return..... 109
Quebec to Lake St. John and Return 109
St. Andrews to St. Stephen and Return..... 109
St. Andrews to Eastport and Return..... 109
St. Andrews to Campobello and Return..... 109
St. John, N.B., to Fredericton and Return..... 109
From Weir's, round Lake Winnipesaukee 109

TOURS—WESTERN.

Return Trips—

Alaska (Sitka, etc.)..... 148 to 149
Ashland, Wis..... 149
Banff Hot Springs, Alba..... 150 to 151
Chicago, Ill..... 151 to 153
Columbia Lakes, B C 153
Duluth, Minn..... 153 to 155
Harrison Hot Springs, B.C..... 157
Mackinac Island, Mich..... 155 to 155
Marquette, Mich..... 157 to 158
Milwaukee, Wis..... 158
Nepigon, Ont 159
Port Arthur, Ont 159

TOURS—WESTERN. PAGE.

Portland, Ore 160
St. Paul, Minn ..... 160 to 161
San Francisco, Cal ..... 162 to 163
Sault Ste. Marie, Mich and Ont ..... 163 to 164
Tacoma, Wash. Terr 164
Vancouver, B.C ..... 165 to 166
Victoria, B.C ..... 166 to 167
Winnipeg, Man ..... 167 to 168

Side Trips—
Golden, B.C., to Columbia Lakes and Return 169
Port Arthur to Duluth and Return 169
Sault Ste. Marie to Mackinac Island and Return 169
Victoria, B.C., to Alaska and Return 169

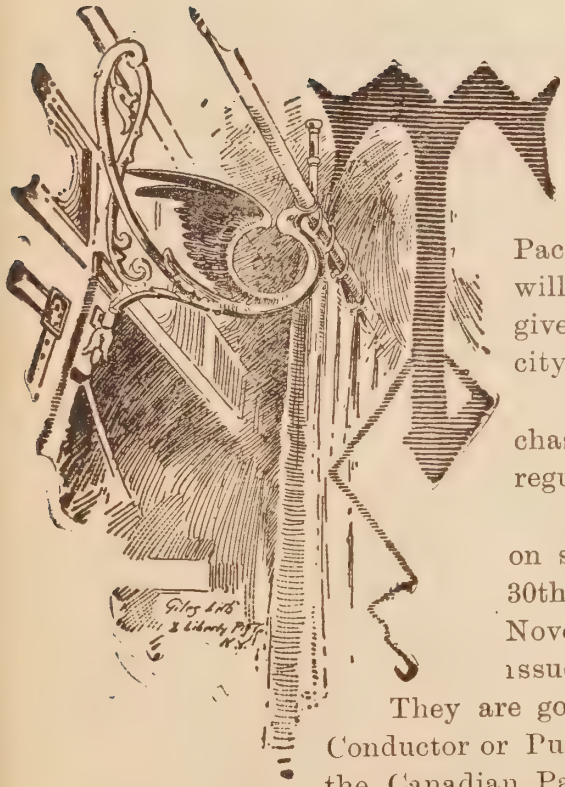
TOURS—MISCELLANEOUS.

Return Trips—
Alexandria Bay, N.Y 190
Buffalo, N.Y 191
Caledonia Springs, Ont 191
Chautauqua Lake, N.Y 192
Cleveland, Ohio 192
Detroit, Mich 192
Lake Nipissing, Ont 195
Mastigouche House, P.Q 193
Montreal, P.Q ..... 193 to 194
Niagara Falls, N.Y. and Ont ..... 194 to 195
North Bay, Ont 195
Ottawa, Ont ..... 195 to 196
Quebec, P.Q 196
St. Leon Springs, P.Q 197
Sharbot Lake, Ont 197
Thousand Islands, Ont 197
Toronto, Ont 198

Side Trips—
Brockville to Montreal, via Ottawa 199
Brockville to Ottawa and Return to Prescott 199
Brockville to Westport and Return 199
Calumet to Caledonia Springs and Return 199
Louiseville to St. Leon Springs and Return 199
Montreal to St. Leon Springs and Return 199
Montreal to Prescott, via Ottawa 200
Montreal to Ottawa and Return 200
Montreal to Quebec and Return 200
Montreal to Mastigouche House and Return 200
Toronto to Niagara Falls and Return 200

C. P. R. Hotel, Banff Hot Springs.

General Information



THE Tourist Routes detailed herein cover only a small portion of the attractive places on, or that can be reached by, the Canadian Pacific Railway. Additional routes will be made up and price of tickets given on application to any Canadian city ticket office of the Company.

Tourist Tickets entitle the purchaser to all the privileges accorded on regular first-class tickets.

Unless otherwise specified, they are on sale from June 1st to September 30th, and are available for travel until November 1st of the year in which issued.

They are good for stop-over on application to Conductor or Purser at any intermediate point on the Canadian Pacific Railway or Steamship lines within their time limit. Portions issued over the lines of other railways or transportation companies are subject to the local stop-over regulations of the lines over which they read.

Transfers between stations are not included in Tourist Tickets, unless specially noted. Transfers are necessary at only a few points, and at most of these, tourists would naturally desire to stop over.

Round Trip Tours going one way and returning another, when marked "R. W.," can be reversed, at the time of ticket purchase, for the convenience of tourists.

Tourists will note that many of the steamer lines cease running, or make irregular trips, prior to the close of tourist season, November 1st, and travellers should consult each company's advertisements in regard to this point, and arrange their movements accordingly, as all Tourist Tickets are sold on condition that they are used while the service is open.

When tourists desire to make any side-trip enumerated herein, they should purchase the ticket for it at the starting point, as in many instances the benefit of Side-Trip rates cannot be obtained at the junction-point where the side-trip diverges from the main tour.

The time of railway and steamship connections given herein cannot be guaranteed, as it is subject to change as the season advances. For full details and latest changes a perusal of the current time-table "folder" of the Company is recommended.

Where steamship routes are marked thus †, it indicates that no extra charge will be made for meals and berths on steamships. If not so marked meals and berths are not included, and will be charged for extra.

Children between the ages of 5 and 12 years will be charged half fare; over 12 years, full fare.

The Railway Company maintains a staff of Travelling Passenger Agents to accompany large parties of tourists, sportsmen or pleasure seekers, and will, when such parties are being formed, send such an agent to render assistance and give desirable information to applicants. Special First-class Sleeping Cars will be reserved for parties of eighteen or more first-class passengers; and when destined to a point west of Port Arthur or Sault Ste. Marie will be reserved for parties of fifteen or more passengers. The rate will be about $40.00 per day for the use of the sleeping car in addition to the price of passage tickets.

Tourists are warned that in no instances are their tickets transferable, and if they are unable to use the whole or a part of the ticket, the portion unused should be returned to the General Passenger Agent of the Canadian Pacific Railway Co., at Montreal, who will refund a reasonable amount therefor.

When Tourist rates are quoted herein *from* points not located on the line of the Canadian Pacific Railway, the routes by which the Canadian Pacific Railway will be reached, unless otherwise stated, are as follows :

From Niagara Falls to Toronto by the New York Central & Hudson River Rd. to Lewiston Wharf, thence Niagara Navigation Co. ; or by the Michigan Central Rd. to Niagara, thence Niagara Navigation Co.

From Detroit to St. Thomas by the Michigan Central Rd.

From St. Paul to Sault Ste. Marie, Mich., by the Minneapolis, St. Paul & Sault Ste. Marie Ry.

From St. Paul to Gretna, Man., by the St. Paul, Minneapolis & Manitoba Ry.

From Duluth to Sault Ste. Marie, Mich., by the Duluth, South Shore & Atlantic Ry.

From St. John, N.B., to Vanceboro, Me., by the New Brunswick Ry.

From Boston, Mass., to Newport, Vt., by the Montreal & Boston Air Line.

The **Attention** of tourists is directed to the special information preceding the Eastern, Western and Miscellaneous Tours.

All the Tourist Tickets by routes specified herein are on sale in the city ticket offices of the Canadian Pacific Railway Company, from which rates are shown ; but tickets for many of the tours may be obtained at numerous other offices. Full information and descriptive matter can be obtained on application to any ticket agent of the Railway Company, or to any officer of the Passenger Department mentioned on pages 2 and 206.

Correspondence is respectfully invited.

ROBT. KERR,
General Passenger Agent,
WESTERN AND PACIFIC DIVISIONS,
WINNIPEG.

D. McNICOLL,
General Passenger Agent,
MONTREAL.

Interior C. P. R. Dining Car.

ADVANTAGES OFFERED

BY THE

CANADIAN PACIFIC RAILWAY

TO PROMOTE TRAVEL

Round Trip First Class Tickets, good for one month, are sold between stations east of Port Arthur and Sault Ste. Marie at a reduction of one-sixth from regular rates.

One Thousand Mile Tickets for $25.00, good for one year and available over all portions of the line east of Sault Ste. Marie and Sudbury Junction, are sold at principal stations.

Commutation Trip Tickets, good for 10, 26 or 52 trips within three months, and available for families and their guests travelling singly or in parties, are on sale between cities and their suburban resorts, within a radius of about forty miles, at rates varying from one to two cents per mile.

Season Tickets, good for one round trip per day, for periods of from one to twelve months, are on sale between all stations, and the extremely low rates at which they are sold are so graded that continuous purchasers from month to month are required to pay very little more than the twelve-months' rate. Special rates are made for students, and an extended age-limit is allowed for half-tickets, on presentation of a certificate from the principal of the school attended by the applicant.

Saturday Excursion Tickets, good for return until the following Monday, are sold during summer months from Eastern cities to the country points within a radius of about 60 miles, at a rate of 10 cents more than the one-way first-class rate. For particulars apply to city ticket offices.

Sportsmen, travelling together in Canada, in parties of five or more, will be issued return tickets, good for one month, to hunting and fishing grounds on the line of the Canadian Pacific Railway, at greatly reduced rates. 200 lbs. of baggage and camp equipment, consisting of tents, canoes under 20 feet in length, camp utensils, etc. including a fish or game catch of 50 lbs. in weight, will be carried free or each sportsman. Full particulars as to rates, localities, etc., can be obtained from any ticket agent of the Railway Company.

Fishing and Shooting

The CANADIAN PACIFIC RAILWAY is pre-eminently the sportsman's road. Owing to the fact that vast tracts of the territory traversed by its several lines have only been rendered accessible during the past few years, the fish and game are yeas plentiful as when the only visitors to those regions were the Indians or an occasional white trapper.

Sportsmen starting from either Montreal, Quebec, Ottawa, or Toronto are not compelled to travel far before a suitable locality is reached where a holiday can be right royally spent. The region along the north shore of the St. Lawrence, between Quebec and Montreal, is traversed by many streams, and they, and the small lakes they drain, are well stocked with fair-sized trout. The tributaries of the St. Maurice river, which flows into the St. Lawrence at Three Rivers, and adjacent waters, are specially good, and fine strings can be taken from them. Other excellent points are the Mastigouche chain of lakes, reached by stage from St. Gabriel, where all modern comforts will be found at the Mastigouche House ; and the Shawenegan river, reached by stage from Lac a La Tortue (Turtle Lake) or Three Rivers, and guests will be made thoroughly comfortable at the Shawenegan House. The trout

Antelope on the Plains.

of this region are not phenomenally large, but they are very plentiful, and as gamey as can be found. Fish from two to three pounds are common enough, and though nothing heavier than three pounds is likely to be taken, any number scaling from a pound to half a pound heavier will reward a visitor. From Quebec the magnificent Saguenay river and its headwater, the great Lake St. John, are reached, either by rail or steamer. In the numerous tributaries of Lake St. John, trout of good size are very plentiful, and in the lake itself will be found the famous Wa-na-nish, a species of land-locked salmon, and one of the most beautiful and hardest fighting game fish that

CANOEING.

ever bent a rod. Old salmon fishers, who visited the lake for the first time last season, declared that the sport afforded by the Wa-na-nish was fully equal to any they had ever enjoyed, and were enthusiastic in praise of the locality. Caribou and grouse are also plentiful, and there are a fair number of moose yet to be found in that district.

Wild Geese Shooting in the North-West.

From Montreal the new Short Line, referred to elsewhere, renders the famous Lake Megantic and adjacent waters, Moosehead lake, and one of the finest portions of the State of Maine for the angler and sportsman, easily accessible; and it also offers a direct route to the Schoodic lakes, to the St. Croix river, and other good points near St. Andrews, N.B.; and, in addition, the shortest route to the best salmon rivers of the Maritime Provinces. The Megantic and Moosehead lake regions are among the best now available for hunting and fishing. The country thereabouts is the chosen haunt of moose, caribou, deer and grouse, and their tributary streams and the numerous small lakes that surround them offer inducements to the angler that can hardly be surpassed. Grand trout are annually taken from those waters, fish of fabulous weight are on record, and as others have done already, so can their followers do, for there is no such thing in that country as an over-fished water. Jacking for caribou and deer is a favorite sport upon the bogs and ponds that are accessible by canoe from either of the lakes, and with an average guide the visitor has almost a certainty of success. In fact the country surrounding and lying between Megantic and Moosehead lakes may fairly be termed a sportsman's paradise, and a man with any pretentions to a proper knowledge of his craft can go there with rod or rifle and enjoy a rich reward for his labor with either. A trip round Lake Megantic after fish or big game would be sure to prove satisfactory, and the same can be said of Moosehead. A particularly good route for the angler would be to go to Greenville station, on Moosehead lake, secure a guide there, and then cruise along the shore to the "Northern Carry," which offers an easy trip to the west branch of the Penobscot river, and thence down stream to the Mattawamkeag station on the Canadian Pacific Railway. This trip would be sure to furnish a satisfactory result.

In Ontario, along the line from Montreal to Toronto, there are many well-stocked bass waters. On the Rideau lakes—reached from Smith's Falls—the black bass fishing is excellent, and there is also very good duck shooting early in the season, so that those who seek the "drowned lands" can combine both amusements. Sharbot Lake is a beautiful sheet of water, dotted with islands, and

Camp Alexandria, on the Nepigon.

the excellence of the fishing and its picturesque features make it a favorite locality for camping parties. The fish to be found there are black bass, rock bass, pike, pickerel and a few lunge, and a rod can be kept busy for a couple of weeks to good advantage. One of the heaviest small-mouthed black bass on record was taken from the lake by an American gentleman last season, and it is also a noted resort for ducks in the fall. Still further west, and offering special inducements to those who will make Toronto their starting point, is the Trent river and the chain of lakes above. Stopping at Havelock station the sportsman is right on the spot, and without an exception this is the best point for bass and lunge in Ontario. Heavy fish of both varieties can be taken in abundance, and there are also plenty of deer and grouse. Early in the season ducks and woodcock are fairly plentiful in the marshes and swales.

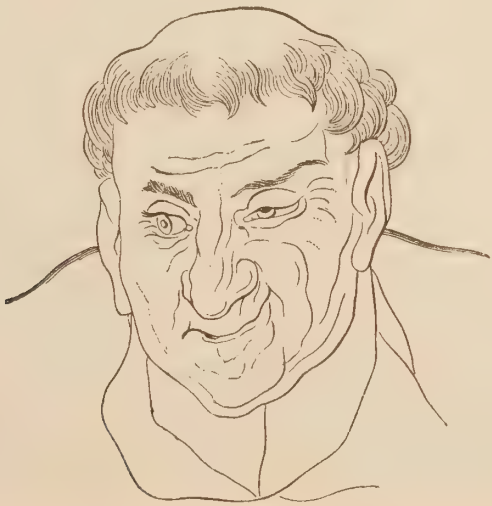
In the region of the Upper Ottawa, along the Mattawa river, about Lake Nipissing, particularly on the Sturgeon river, and on what is known as the Long Arm of Nipissing, are good points for hunting and fishing, and in the vicinity of the town of Pembroke, trout-fishing can be had that is hard to equal. Those wanting a more extended trip should certainly follow the Transcontinental line west of Lake Nipissing. Beyond the Sturgeon river, is a wild sparsely settled region, the home of big game, and with lakes and streams too numerous to mention, many of which have never yet been fished. Such as have been tested have furnished heavy trout in abundance, and among them the Steel and Jackfish waters are rapidly earning a great reputation. Finest of all of them is of course the world-renowned Nepigon river, the home of veritable speckled giants, the very best trout stream on the continent. Comment upon the merits of Nepigon would be superfluous, for it is known by report or actual experience to every angler worthy of the name.

In the North-West Territories lies the sportsman's paradise. Those far-reaching prairies, with their unnumbered lakes, sloughs, and water-courses, are the strongholds of elk, moose, deer and other four-footed game and prairie chickens and grouse, and the breeding-places of myriads of migratory water-fowl, swans, geese, pelicans,

In Johnstone's Straits, B. C.

duck, curlew, snipe, plover, etc., etc., and sport can be enjoyed there such as cannot be approached in the most remote portions of the United States, for it is a new country and the hand of the destroyer has not yet left its trace.

Lastly, there are the incomparable mountains that bar the way to the Pacific, and a more magnificent field for rifle and rod is not known upon the globe. Among the foot-hills and upon those soaring crags "big game" roams at will, as it has done for centuries in the past, and there is where the dearest-prized trophies of the hunter's craft are to be secured. The stately elk, the fierce grizzly, the snowy mountain goat, the big-horned sheep, the great panther, the prong-horn antelope, and other less noble quarry all harbor there to be taken by he who can, and in the ice-cold streams that rush down those majestic slopes are trout of coloring and flavor unsurpassed. The wonderful Fraser River, with its gigantic salmon fisheries, though furnishing no sport to the fly-fisher, should be seen and studied carefully, for much will be learned that is entertaining and instructive, and on the streams and waters of the coast the tourist can take mountain trout until his wrist grows weary and he is glad to call a halt. A trip to the mountains will furnish memories for a lifetime, and a holiday among those magnificent specimens of nature's grandest handiwork will never be regretted nor forgotten till the sportsman lays down rod and rifle forever.



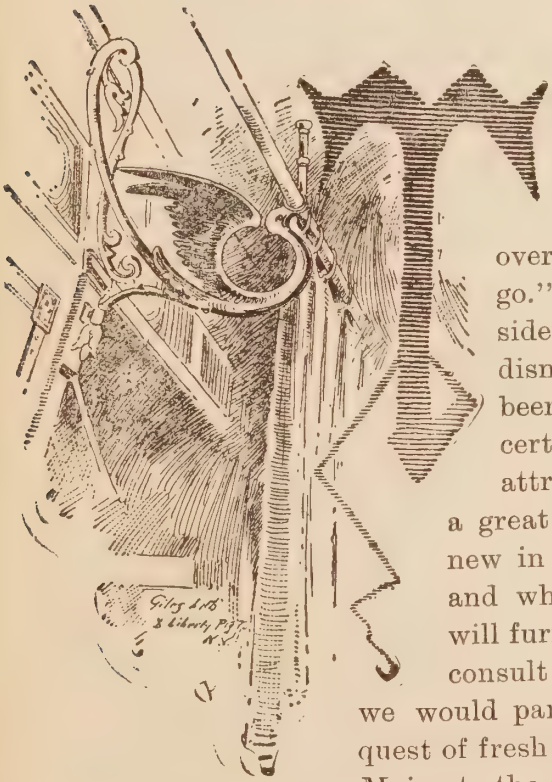
WHAT DID YOU SAY THAT FISH WEIGHED?

Fraser River Canyon above Yale.

Eastern Tours

I.

The New Short Line to the Maritime Provinces Through the Province of Quebec and the State of Maine.



THE question of arranging the usual summer holiday trip is now an all-important one, and a small army of tourists are studying over the problem, "Where shall we go." Point after point will be considered, and no doubt many will be dismissed with the remark, "Oh! I've been there already." In fact, while certain fashionable resorts of special attractions will always remain popular, a great many people demand something new in order to thoroughly enjoy a tour, and while we trust that this little book will furnish satisfactory replies to all who consult it for guidance on their pilgrimage, we would particularly recommend to those in quest of fresh fields our *new* Short Line through Maine to the seaside and Maritime Provinces.

The journey begins well, for the start is made from the magnificent station at Montreal, just completed for the Canadian Pacific Railway, situated on Windsor street, and known as the

Windsor Street Station. It overlooks Dominion Square, the site of the ice palaces, and the scene of many a frolic during Montreal's winter carnivals, and is within a stone's throw of the Windsor Hotel. The station is an imposing stone structure, a rare combination of architectural beauty, comfort and elegance. No expense was spared to ensure its being thoroughly well adapted for the purpose in view, and it stands now completed an object of general interest and a fitting illustration of the enterprise of the road. Upstairs are the head offices of the Company, where the business of the huge steel artery is arranged, and below are minor offices, dining-room, etc., and the grand general waiting-room, with its noble arches and massive polished granite columns, which never fails to elicit the warmest admiration from visitors.

Passing from the waiting-room through handsome broad-spreading doors, the elevated tracks are reached, where several trains are waiting beneath a lofty ceiling for their human freight. They will go to widely different points, but one of them is just about starting for the Maritime Provinces over the Short Line, which lessens the journey to the Canadian sea shore by about 300 miles. The warning signal is sounded, the passengers are already comfortably settled in the palatial coaches, and the train moves smoothly away upon the elevated track, which is laid upon a lofty work of stone. This stonework is arched at regular intervals to admit of the passage of street traffic, and from the magnitude of the work the observant passenger will be able to roughly estimate the great expense the Company was put to before it was possible to get in to the Windsor Street Station. As the train rolls along upon this elevated way, a fine view is afforded of the many stately buildings which make Montreal the greatest of Canadian cities, and also of many outlying points of interest ; indeed, there is but one better point of observation than this, and that is from the top of Montreal's well-known Mountain.

Five miles west of the starting point is Montreal Junction, from whence run the lines to Toronto, Ottawa, Quebec and Winnipeg, and south to Boston and the Maritime Provinces. Following the latter, the fine iron bridge spanning the Lachine Canal is crossed, and soon the mighty St. Lawrence, the incomparable

St. Lawrence River Bridge, near Montreal.

watery highway to the great lakes and favorite route for summer travel, is reached. The immense steel bridge that spans the St. Lawrence at this point is one of the attractions of the trip, and is justly considered one of the engineering triumphs of the century. It was built by the Canadian Pacific Railway, is about a mile long, and when one considers that each of the channel spans is 408 feet in length and lofty enough to allow the passage of great steamers, some idea may be obtained of what a formidable task its construction was.

The current rushes far below as though eager to mingle in the wild turmoil of the rapids close at hand, and from the situation and commanding elevation of the bridge it affords a grand view up and down the river, including the celebrated Lachine Rapids, the villages upon either shore, the spires of Montreal, and distant mountains. On the one side of the river is the village of Lachine, and on the other the quaint old Indian town of Caughnawaga, the home of the descendants of the once all-powerful Iroquois nation, and from whence came the dusky braves who have spread the fame of Canada's national game, lacrosse, far and wide. At Farnham the Stanbridge & Sorel branch of the Canadian Pacific Railway is crossed, and the line leads onward through a level, closely cultivated country. Some distance from the track a curious round-topped mountain rises from the plain, seemingly strangely out of place, and a glance ahead will reveal others, though yet some miles away. Here and there passing views of swift-running streams are afforded, forming a pleasing break in the monotony of farm after farm.

At Brigham Junction the Montreal & Boston Air Line diverges for the White Mountains and Boston. The scenery materially improves and the view to the right, left, and ahead is very pleasing. The level plain is being left behind and the country assumes a more rugged appearance, with here and there a mountain to add to the effect Numerous groves of maples are passed as the train speeds on, and the manufacture of maple sugar is the regular occupation of the farmers during part of March and April. At Foster station the Sutton Junction and the St. Guillaume branch of the Canadian Pacific Railway is crossed, and a few miles farther on a fine bridge

spans a valley of great natural beauty. The lovely Orford lake, a jewel of the purest water sparkling amid its guarding hills, is presently passed, and the route continues through a very picturesque country, amid lofty heavily wooded hills, until Magog station, on far-famed Lake Memphremagog, is reached.

Thousands of tourists from all over the States and Canada have visited Lake Memphremagog, and the number should be materially increased this year, for it would be difficult to find a much more attractive locality. Lovely islands dot its surface; rugged hills frown down upon it and are mirrored in its limpid depths, and high above all tower the two famous promontories of Elephantis and Owl's Head. The dense forest looks dark and almost forbidding, but those shadowy woods have re-echoed the merry laugh and jests of many happy voices whose owners have gathered at the common point in quest of that closely pursued object—pleasure. And here it can certainly be found if natural advantages count for aught. From Magog a steamer makes a daily trip round the lake, touching at many points, including the favorite resort of Newport. This excursion by steamer forms a most enjoyable side-trip, for the tourist can stop at Magog, make the circuit of the lake and enjoy all its many beauties, and from Newport go by Montreal & Boston Air Line to either Boston, the White Mountains or back to Montreal. From the steamer one has a fine view of the lake, its picturesque surroundings and islands, the numerous handsome summer residences upon the shores, and all points of interest, including the mountains. Passing on we now closely follow the Magog river, where excellent fishing can be had, and thence along the shore of Little Magog, a long, narrow, and very pretty sheet of water offering great inducements to the canoer and camper, and so on to the beautiful city of Sherbrooke. Here the Magog river joins the St. Francis, and an object of special interest will be found in the falls which are well worth a visit. Sherbrooke is a bustling, thriving city of between nine and ten thousand inhabitants, boasting many handsome buildings, prosperous manufacturing and business interests and picturesque surroundings that will well repay inspection. Tourists from Quebec can here join the "Short Line" by taking the Quebec Central Ry. from Quebec to

A Canadian Pacific Railway Train.

Sherbrooke. From Foster to Sherbrooke the line was formerly controlled by the Central Vermont Rd., but was purchased by the Canadian Pacific Railway and entirely rebuilt, portions of the old line being visible here and there on either side of the new route. What was formerly known as the International Ry. from Sherbrooke to Lake Megantic now also forms a link in the Canadian Pacific Railway Short Line.

Three miles from Sherbrooke, Lennoxville is reached, from which point the Boston & Maine Rd. runs south to Newport, where it connects with the Montreal & Boston Air Line. After leaving Lennoxville the route crosses the St. Francis river and passing through a hilly, densely wooded region, follows the Eaton river for a short distance and on through forests, relieved by occasional large clearings, from which fine views are afforded of mountains in the distance. Approaching Scotstown station the road follows the Salmon river, and Megantic mountain is seen some half-dozen miles away.

At Echo Vale the first view of the famous Lake Megantic is obtained, and skirting Sandy Bay the route follows the shore of Megantic until the station of that name is reached. The region of Lake Megantic is justly famous as one of the very best localities for the sportsman and angler at present available, and the scenery is hard to equal. The lake is the largest in the territory, being twelve miles long and from one to four miles wide, but its shores are so broken and indented with bays and inlets that its coast-line measures in reality about forty miles. Its principal feeders are the Lower Spider river, the Arnold, the Annance, the Victoria and a number of lesser streams, and its outlet is the Chaudiere river, which empties into the St. Lawrence near Quebec. There is one steamer at present on the lake, and a small steam launch for the use of the members of the Megantic Fish and Game Club, whose headquarters are on Spider Lake, the "Geneva of Canada," ranking next in size to Megantic and separated from it by a "carry" of less than three-quarters of a mile. The scenery of Lake Megantic is not excelled by any of our inland waters, and from the train one can catch vistas of surpassing beauty; of glancing water, towering hills, gloomy forest, and grand combinations of lights and shades such as fill the soul of an artist with joy

Leaving Megantic station the Chaudiere is crossed and the shore of the lake closely followed for some miles. An ever-changing panorama of beauty delights the eye until once again the line leads through a dense forest and the lake is seen no more.

The Boundary mountains, which divide the Province of Quebec from the State of Maine, are now close at hand, and the general aspect of the country undergoes a change. Huge moss-covered boulders and great masses of naked rock are visible everywhere among the trees, and here and there a rapid stream is crossed, from which ice-cold torrents great strings of trout can be taken, for this region is *par excellence* a fishing country. The road rises higher and higher, until finally the Boundary heights are passed and "Uncle Sam's" domain reached. This portion of the State of Maine is netted with lovely waters, great and small, famous for their trout, and haunted by many moose, caribou and deer, and grouse, *ad lib.* Through the very fairest portion of this sportsman's El Dorado the "Short Line" runs.

Passing through some very attractive country for a short distance after leaving the Boundary mountains the first lake of the headwaters of the Moose river is reached. These headwaters of the Moose are a marvel of beauty. They are a chain of irregularly shaped, lovely waters, linked together by the river and extending for some twenty-five miles, and followed by the line as closely as possible throughout their entire length. As the train speeds along a series of kaleidoscopic changes are revealed; visions of lovely water and gloomy forest follow each other too rapidly for a detailed description, but, rapid though the transitions are, one can see enough to derive genuine pleasure from each and store up many pleasant memories of the trip. Pages might be written of the manifold attractions of this region, but the object of this book is not so much poetic description as to give a concise account of the route, and the flowery, under such a condition, must give place to the practical. We pass along the shore of the first lake, an unnamed water, and on down the Moose river until the second link in the flashing chain, Attean lake, is reached; then the river is again followed and another small lake passed, and then come Long lake and Brassau lake, and finally the greatest of all these forest jewels, the grandest water in all the State, incomparable Moosehead lake.

Interior of Smoking Room, Sleeping Car.

The route follows its shores for mile after mile to Greenville station, and the eye that had perchance wearied of smaller waters, attractive though they were, now takes in a prospect of surpassing loveliness. Many waters, each gems in their way, have been passed, but they are forgotten; they were undeniably pleasing, but Moosehead possesses all their attractions upon such an immensely grander scale that the fairest of them can never attempt to rival her matchless sister. Moosehead is queen of these forest wilds now and for all time, for her far-reaching shores combine the majesty of the mountains and hills, the rugged attractiveness of the dense forests, and in fact all the best features of the country already traversed.

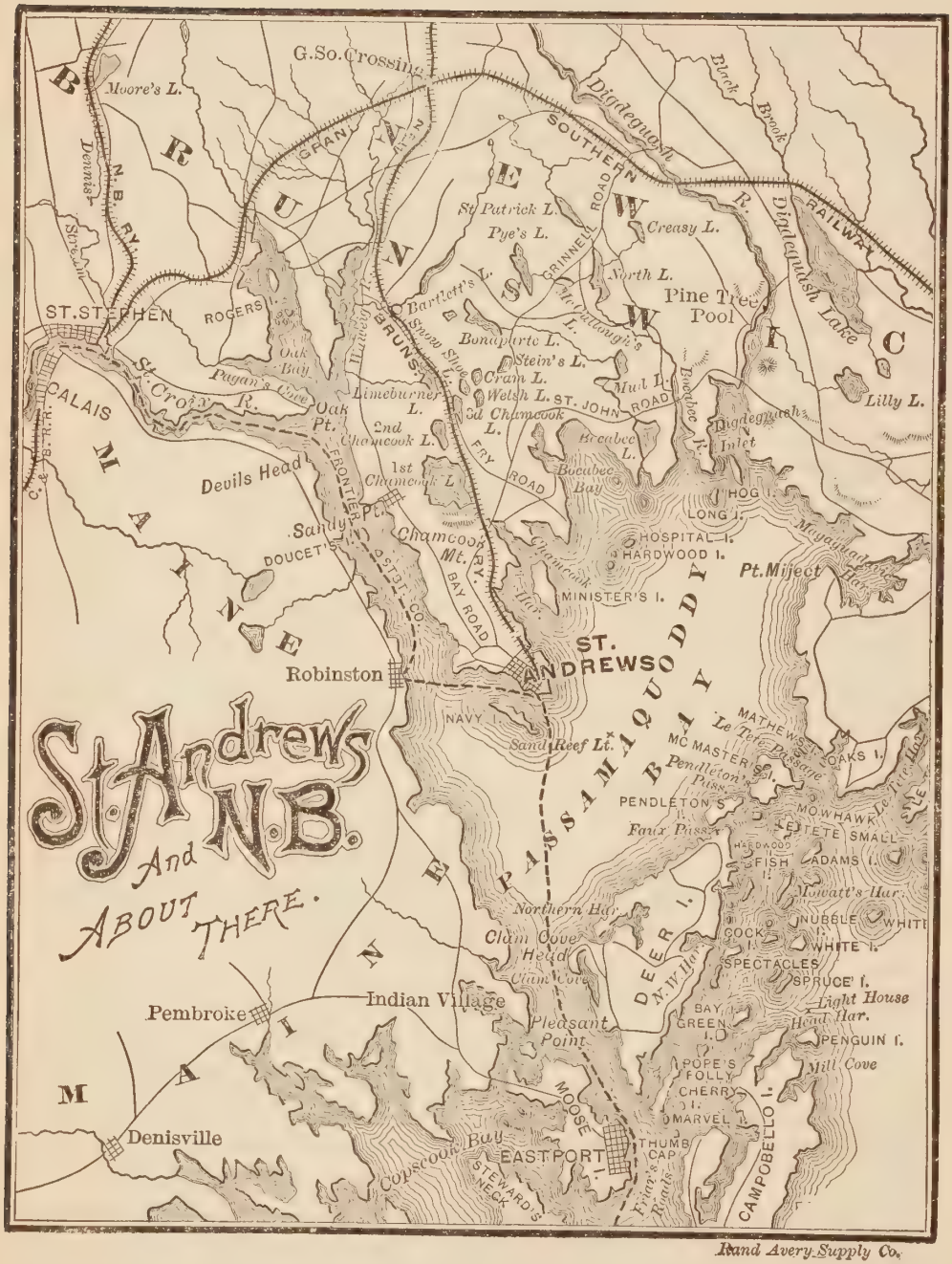
Moosehead lake is about forty miles long and from one to fifteen miles wide. Owing to its irregular shape and many islands, large and small, but a comparatively small portion of it can be seen from any one point of view, but this rather adds to than detracts from its beauty. From Greenville station the view is wonderfully pleasing. The eye takes in a gleaming expanse of rippling water, backed by rolling forests, the sky-line broken here and there by lofty mountain peaks. Many well-appointed steamers ply upon its surface, and a cruise on one of them will furnish a most enjoyable side-trip, and reveal scenic beauties too numerous for our space and too subtle for portrayal. The praises of this region have been spread by brush, pen and tongue far and wide, and there is an immense gathering of pleasure-seekers here season after season. The most imposing of all the mountains is Mount Kineo, a mass of solid flint, rearing its rugged crest high above all its neighbors. At its base is the commodious Mount Kineo House, the objective point for many visitors. Those intending to spend a holiday at Moosehead can reach Kineo by steamer from Greenville, and excellent hotel accommodation will be found at either point.

From the summit of Kineo there is a view of the lake and surroundings which, if seen, will never be forgotten, and the ascent of the height and study of the wonderful expanse below is one of the great features of a sojourn there. There are plenty of skiffs and canoes upon the lake, and guides can be procured at any point. Like the Megantic, this region is a noted one for game and fish; the

whole surrounding country is fretted with lakes, ponds and streams, chosen haunts of moose, caribou and deer, and the trout fishing is exceptionally good. Parties wanting to penetrate the wilds and spend their outing under canvas can secure complete camping outfits at Mount Kineo, and an exploration of the lake, or a trip down the west branch of the Penobscot river (easily reached by the "Northern Carry"), or a cruise on the chain of lakes and Moose river, previously mentioned, will all prove capital routes. At Greenville connections are make with the Bangor and Piscataquis Rd., running to the thriving city of Bangor, on the Penobscot river, and thence on to the fashionable watering-place of Bar Harbor.

Passing on from Greenville to Mattawamkeag, the scenery is very similar to that already described. Wilson stream is a specially interesting point, the road passing close to the base of Boarstone mountain, and over a stately iron bridge 115 feet above the stream. Other noteworthy features of this portion of the trip are Lake Onaway, another great bridge (one of the longest in the country, being 1,500 feet long and elevated 125 feet above the bottom of the ravine it spans), and Schoodic lake. About lovely Lake Onaway there hangs a poetical legend of a beautiful Indian maiden and her doings in the long ago. Such traditions may be mere romance, but like the lichen upon the giant rock or the creeper clinging to the mighty tree, they detract naught from the tourists' pleasure, but rather add an additional charm. At Brownville Junction the line of the Kathadin Iron Works Railway is crossed, and further on the Penobscot river and Mattawamkeag is reached. From here a fine view is offered of monumental Mount Kathadin.

The country now gradually loses the aspect of savage wildness which characterized the greater portion already passed ; the hills grow smaller, and presently the famous chain of lakes, forming a portion of the International boundary between New Brunswick and Maine, appear. This is another fine point for the sportsman, as game and fish are abundant, the largest water of the chain, Grand lake, being well stocked with land-locked salmon. After passing Vanceboro and crossing the St. Croix river, Canadian territory is


St Andrews N.B.
And ABOUT THERE.
BRUNSWICK
MAINE
PASSAMAQUODDY BAY
ST. STEPHEN
CALAIS
ST. ANDREWS
Robinston
Pembroke
Denisville
Indian Village
EASTPORT
G.So.Crossing
SOUTHERN RAILWAY
Digdeguash R.
Digdeguash Lake
Pine Tree Pool
Moore's L.
Dennis
N.B. RY.
ROGERS
Oak Bay
Pagan's Cove
St. Croix R.
Oak Pt.
Devils Head
Sandy Pt.
DOUCET'S
Limeburner L.
2nd Chamcook L.
1st Chamcook L.
Chamcook Mt.
Bartlett's L.
Snow Shoe L.
Bonaparte L.
Stein's L.
Cram L.
Welsh L.
3d Chamcook L.
St Patrick L.
Pye's L.
Creasy L.
North L.
Mc Cullough's L.
Mud L.
Breabee L.
Breabee Bay
Chamcook Har.
MINISTER'S I.
HOSPITAL I.
HARDWOOD I.
HOG I.
LONG I.
Lilly L.
Pt. Mijject
Mayadagadgawaskis Har.
NAVY I.
Sand Reef Lt.
MC MASTER'S I.
Pendleton's Pass
PENDLETON'S
Faux Passe
MATHEWS
Le Tete Passage
OAKS I.
MOWHAWK
LE TETE SMALL
HARDWOOD
FISH
ADAMS I.
Mowatt's Har.
NUBBLE
WHITE
WHITE I.
COCK
SPECTACLES
SPRUCE I.
Light House Head Har.
PENGUIN I.
Mill Cove
DEER I.
N. Deer Har.
Northern Har.
Clam Cove Head
Clam Cove
Pleasant Point
BAY GREEN I.
POPE'S FOLLY
CHERRY I.
MARVEL
THUMB CAP
Avery's Rocks
CAMPOBELLO I.
MOOSE
STEWARD'S NECK
Cobscook Bay
Digdeguash Inlet
Flock Brook
GRANT
GRINNELL ROAD
ST. JOHN ROAD
FRY ROAD
FRONTIER
BAY ROAD
DISTRICT CO.
Bandy Avery Supply Co.

reached again, and the route leads on through New Brunswick. At McAdam Junction connections are made for Woodstock, N.B., Houlton, Me., and Presque Isle, Me., to the north; and for Calais, Me., St. Stephen, N.B., and St. Andrews, N.B., to the south.

ST. ANDREWS is destined speedily to supplant many of the present fashionable watering-places in the opinion of the travelling public, and right well is it qualified to please tourists. It is in fact the beau ideal of a resort where a pleasant holiday can be spent, and it has a great future before it. It is situated on a peninsula five miles long, which extends into Passamaquoddy bay, which is 17 miles long by six miles wide. It is a town of nearly 2,000 inhabitants, built upon a slope which rises some 150 feet at 2,000 feet from high-water mark, and beyond the town for about two miles rounding hills form an amphitheatre 250 feet high, from which is a beautiful view of the St. Croix river, the islands and water of the bay, and of the coast of

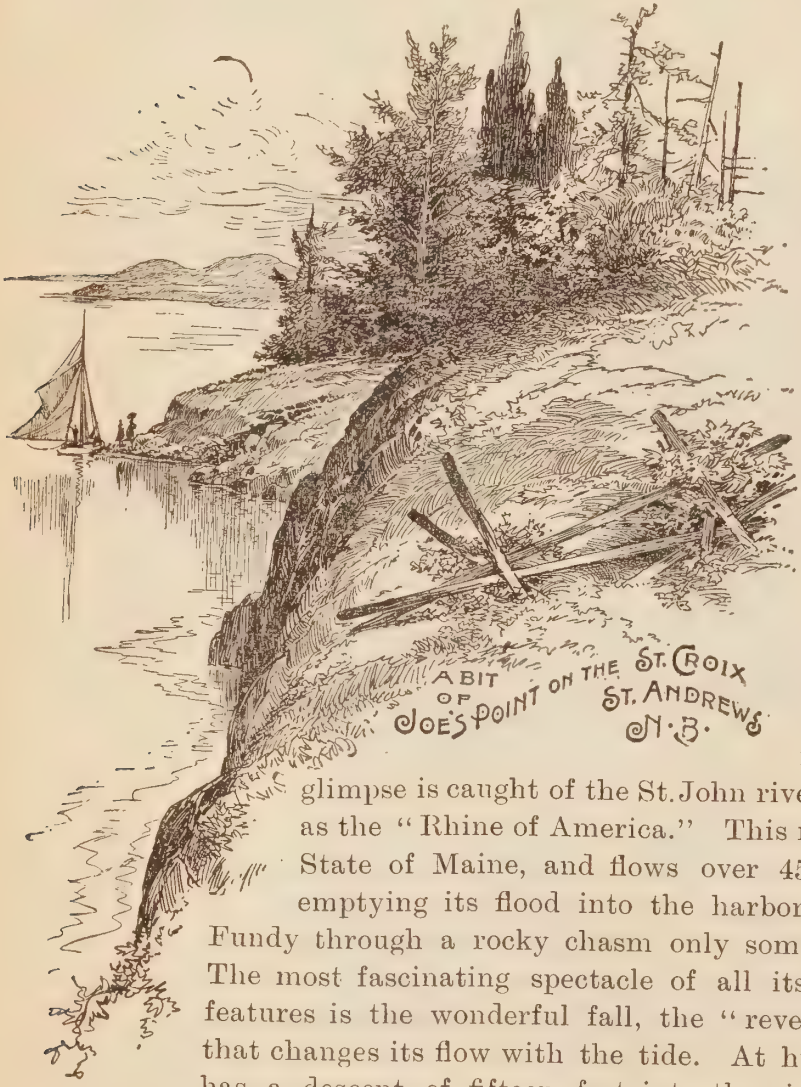
Maine. Good salt and fresh water fishing can be enjoyed within a short distance; the roads are perfect, which renders driving a most enjoyable amusement, and the facilities for yachting and boating can-

not be surpassed. Yachts, boats and canoes, with guides, can be secured on the spot for a very moderate outlay, and taken upon its merits St. Andrews is one of the most desirable localities on the coast.

A marked peculiarity of the place is the entire absence of malaria and mosquitoes. The air has proved wonderfully beneficial to malaria and hay-fever patients, and many cases of long-standing have derived surprising benefit from a sojourn there. The outer edge of the bay is guarded by mountainous islands which effectually shut out the fogs that

sometimes prevail on the Bay of Fundy, and the place has the advantages of the better known resorts, many pleasant features that are lacking in the others, and none of their drawbacks. The day is not far distant when St. Andrews will be one of the most popular resorts on the coast. The fine new Algonquin hotel offers every modern accommodation for tourists, and conveniences and comfort not surpassed by anything in its line. It is owned by Canadian and American capitalists, and several other hotels are in course of erection to meet the requirements of visitors. St. Andrews is reached direct by rail from Montreal, St. John and Boston, and a daily steamer runs to Eastport, where connections are made for

Portland, Boston and St. John by the International line of steamers. The popular watering-places of Campobello and Grand Manan are best reached by way of St. Andrews.



Resuming the journey east from McAdam Junction, Maguadavique and Harvey lakes are added to the many queer-named waters left behind, and Fredericton Junction is reached, where connections are made for Fredericton, the capital of New Brunswick. A vision of surpassing beauty greets the tourist as the first glimpse is caught of the St. John river, fitly described as the "Rhine of America." This river rises in the State of Maine, and flows over 450 miles before emptying its flood into the harbor on the Bay of Fundy through a rocky chasm only some 500 feet wide. The most fascinating spectacle of all its many pleasing features is the wonderful fall, the "reversible cataract" that changes its flow with the tide. At high tide, the sea has a descent of fifteen feet into the river, and at low-tide the conditions are exactly reversed. Only at half-tide, or slack water, can this portion of the stream be navigated with safety; at all other times it is a rushing, roaring, seething turmoil of waters, set-

ting up or down stream as the tide is high or low. Close to the falls are two fine bridges, one a suspension passenger bridge, elevated 75 feet above high tide and with a span of 640 feet, and the other, the substantial cantilever, with a main span of 825 feet, over which passengers by the Short Line are conveyed to the city of St. John.

Historic old St. John was well nigh destroyed by the great conflagration of June 20th, 1877 ; but a new city sprang Phœnix-like from its ashes, and to-day it is a bustling centre, very modern in appearance, but well worth a careful inspection. One of its most interesting sights is the wharf-front, built to accommodate tides rising 25 feet, and a study of the countless craft great and small that are gathered in the grand harbor will prove remarkably interesting. Leviathans of the deep, weather-beaten and honorably scarred in their battles with the elements, are ever coming and going, doing faithfully their parts in binding the golden chain of commerce round the world. St. John is essentially a maritime city, and with its suburbs the largest city in the Maritime Provinces, and from here many routes diverge. There are many beautiful drives in the neighborhood. Leaving the city and driving through the flourishing suburb of Portland we can ascend Fort Howe, and from that height a magnificent view may be had of Portland at the foot of the hill, the city, the harbor, and all the picturesque surroundings, including the distant hills of Nova Scotia. The banks of the Kennebecasis, the drive to Lake Lomond over the Marsh bridge, Mount Pleasant, Lily lake, to the cemetery; to the Suspension Bridge ; along the Manawagonish road in full view of the Bay of Fundy; through Carleton ; the ruins of ancient Fort La Tour, etc., etc. All of these are full of interest to a visitor. The climate of St. John is beautiful, and a very superior natural bathing-place will be found at the bay shore near Carleton.

The Intercolonial Ry. connects St. John and Halifax, passing through a most interesting country, and the thriving towns of Moncton, Amherst and Truro. At Painsec Junction a branch line diverges to Point du Chene, connecting with steamers for Prince Edward Island, and from Truro a branch line runs to Pictou, one of the most beautifully situated towns in the province, where connections are made for Charlottetown, P.E.I. direct. From Truro a branch

line also extends to Port Mulgrave on the Straits of Canso, from whence steamers run to Baddeck and Sydney, both situated on the famous Bras D'Or lakes which divide the wave-beaten isle of Cape Breton. From St. John there is a pleasant trip by steamer up the river to Fredericton ; and steamers cross the bay to Digby Gut and Annapolis, also to Yarmouth, N.S. Annapolis is the site of the earliest French settlement in Acadia, and from thence Halifax is reached by the Windsor & Annapolis Ry., which runs through the matchless

HALIFAX FROM THE BATTERY.

Annapolis valley, immortalized by Longfellow as the home of Evangeline. The International Steamship Company's steamers also ply between St. John and Eastport, Portland and Boston.

Across the Bay of Fundy from St. John is Nova Scotia, and on its eastern sea-coast is St. John's rival city, Halifax, the capital of the province. The "city by the sea," with its magnificent harbor, where a thousand great ships can find secure anchorage, its strong

fortifications overlooked by the lofty citadel, and its many points of interest, is sure to please tourists. It is the most thoroughly English city on the continent; British military and naval uniforms are seen on every street; stately men-of-war are stationed there every summer; it is the present winter port for the English mails, and considering these things it is not strange to find everything more or less Anglicised. In addition to being an important military and naval station Halifax is a wealthy and well-built city. It is located on a peninsula and founded upon a rock, and its financial resources are figuratively as solid. It is so well-known that a detailed description is wholly unnecessary. To the south and east is its incomparable harbor, which narrows as the upper end of the city is reached, expanding again into Bedford Basin, which affords ten square miles of safe anchorage. It is situated upon the eastern slope of the isthmus, the citadel being 256 feet above the water. On the eastern side of the harbor is the town of Dartmouth. In the harbor lies the strongly fortified George's Island, and at the entrance, three miles away, is McNab's Island, also strongly fortified. The crowning fortification is of course the citadel, and from it the tourist may have the finest view of the city, harbor and surroundings, and it will not soon be forgotten. There is no lack of amusement for visitors. A sail upon the Basin; a trip to McNab's Island; a drive on Point Pleasant road and up the N. W. Arm; Prospect road and round Herring Cove; around Bedford Basin by Dartmouth; to Waverly and Portobello; to Cow Bay, and a dip in the roaring surf; these and many more are offered and are well worth attention. Excursions along the shore through the wild country to the east, and westward via the Lunenburg stage route to Mahone bay, are also justly popular. Halifax has communication with all parts of the world by steam or sailing vessels, and connections as already mentioned, and steamers run several times a week to Boston. A more interesting spot for the tourist than the city by the sea would be difficult to find.

II.

The Lower St. Lawrence Resorts, The Saguenay, Gaspe, Newfoundland and Gulf Ports.

SINCE first the pioneers of summer travel began their search for the beautiful or magnificent in Canadian scenery, the region of the lower St. Lawrence has steadily grown in popularity. Nor is the reason difficult to discover, for where can be found so many inducements? The great river alone is quite sufficient to attract tourists, and a trip by steamer upon its mighty flood would afford pleasure enough to amply repay a visitor even if there were no other features of note. But the cruise alone, enjoyable though it be, is but a small portion of what is offered by this route. You have an opportunity to observe and study countless points of interest, and if the trip lasted a month you would not find one moment of the time hang heavily upon your hands. When the trip is done you will be ready to declare, as others have done before you, that the route leads through scenery as grandly imposing as Switzerland, as beautiful as Acadia, and as full of romantic and historical associations as any land the sun shines upon. The traveller's enthusiasm begins at Quebec and never flags until the journey is completed. Grand old Quebec! That Gibraltar of America, the wonderful city, suggesting the mingling of four nationalities, with the individuality of none; grandeur, loveliness, and quaintness are here all strangely brought together in an indescribable blending that defies description to convey an idea of its attractiveness. Quebec must be seen and studied to be thoroughly appreciated.

The year 1534 saw the first craft, other than the canoe of the Indian, upon the great river. Then the daring Jacques Cartier, seeking to extend the domains of what was then mighty France, came sailing up the St. Lawrence and passed a winter at the base of those towering cliffs. Ere long French fur companies followed in his wake and established a trading post; then the heights were fortified, the small settlement of hardy adventurers grew and the fortifications were extended until Quebec became the French stronghold of Canada,

Quebec Citadel, from Levis.

remaining so until stormed by the heroic Wolfe in 1759. Extended reference to the later history of the city, or to the story of its capture by the English, would be uncomplimentary to the intelligence of the reader, for who does not know it and know why the Plains of Abraham and the heights are next to sacred ground ? The bloody differences that were decided there are kept fresh in memory by history and fiction, and by the very school books of the rising generation.

Since Jacques Cartier and his followers spent that dreary winter under the cliffs, Quebec has passed through the various stages from camp to trading post, from a mere fort to a great city of 75,000 inhabitants, and where formerly a few Indians sold their peltries there is now a busy commercial centre, the timber trade alone being something enormous. The architecture of the city is a strange medley, but a very pleasing one to an artistic eye. Owing to the fact that it is built at the base and upon the face and summit of a majestic cliff, there is a perfect view from the river. Lofty spires tower above the quaint little houses and narrow, irregular streets of "lower town," and above all the great citadel, the cannon guarded rock that could scowl down in defiance of an attacking force. From the citadel and Dufferin Terrace there is a noble view of the silver basin and a lovely pastoral landscape ; well-tilled farms and neat farm houses, pretty villages on either side of the river ; the lovely falls of Montmorenci ; the River St. Charles ; Point Levi ; Isle d'Orleans, and far away the dark promontory of Cape Tourmente and the Laurentian mountains, the whole forming a scene that will always live in the memory, and one that you might search the world over for its equal and fail.

Just below the city is the island of Orleans dividing the river into two channels, the principal one being on the south side. A choice of routes either by Saguenay steamer or the Intercolonial Ry. is now offered the tourist, and if the former is selected, as you cross the basin and move down stream, you catch a succession of views that will exhaust your adjectives and haunt your memory for many a day after, but there are more to come. After passing Isle d'Orleans you see the mountains of Cape Rouge and Cape Gribaune, part of the Laurentian range, and apparently springing directly out of the

river, and all the shore on that side is ruggedly picturesque. The steamer to Saguenay passes close to these cliffs to enter St. Paul's bay behind Isle aux Coudres, where abundant traces of primitive Norman life yet linger.

Passing the gigantic Cape Eboulements you reach Murray bay on the north side, a justly popular summer resort. The name of Murray bay is now a household word in Canada, and as it boasts a fine beach, great hotels, unequalled facilities for boating and bathing, and is in addition one of the best localities for the fisherman in the province, it requires no further recommendation. The scenery is wild and grand in the extreme, and those who have fished Murray river and Gravel and Petit lakes require no urging to revisit the locality. Murray bay is annually visited by a large number of the more refined and cultivated people, and promises to steadily grow in favor.

The next points of special interest are Kamouraska islands and the village of that name on the south shore. Then, The Pilgrims, a group of islets, is passed, and the boat stops at Riviere du Loup wharf, where there is excellent accommodation for visitors. Six miles below is the fashionable watering-place, Cacouna, reached by stage and other conveyances from Riviere du Loup, or from the Cacouna station on the Intercolonial Ry., should the tourist prefer to make the trip from Quebec by rail. Those who fancy a "dip in the briny" must remember that at Cacouna and to within 30 miles of Quebec the St. Lawrence is salt.

Opposite Riviere du Loup and Cacouna is the famous Saguenay river, and at its mouth Tadousac, with ample provision for the comfort and pleasure of visitors. This fine stream is one of the chief tributaries of the St. Lawrence, and the outlet of Lake St. John, of which so much has been written of late. The Saguenay stands unrivalled among American rivers. Nowhere else are such tremendous crags, and such majestic shores as overhang this wonderful water. Cape Eternity, 1,800 feet high, rises sheer from the water, and offers perhaps the grandest spectacle of all the collection of marvels. Rocks that might furnish the foundations of another world are here piled in chaotic confusion, and those who behold it for the

first time, gaze and admire because they are unable to do aught else, but at the same time experience a sensation closely akin to fear. The scene suggests that here once had been some of nature's grandest handiwork, and that mountains had fallen and piled their tremendous ruins upon either shore of the broad river. For fifty miles from its outlet the Saguenay is from one to one-and-a-half miles wide, and flows between lofty precipices that appear to overhang its flood.

Trinity bay, walled in by its gloomy guardian rocks, indents the eastern shore, and on the opposite side is Ha Ha bay, fit spot for a summer holiday, and visited by crowds of pilgrims from the overheated stifling cities. The steamer lands at Ha Ha bay, immediately below the group of summer hotels and private residences, and a brief period of observation will prove conclusively that Ha Ha is a famous resort. Those intending to visit this river should remember that a great coat is at all times a comfort and frequently a necessity. Navigation by steamer of the Saguenay ends at Chicoutimi, long an Indian mission and trading post, but now a fashionable rendezvous and a busy lumber port. Many enthusiastic tourists, however, pass this point, excellent though it undoubtedly is for fishing, shooting and scenery, and journey on for 60 miles or so to the great Lake St. John, the head-water of the Saguenay, and the largest sheet of water in the Province of Quebec.

Lake St. John is also reached by rail from Quebec daily via the Quebec & Lake St. John Ry. This lake is already the Mecca to which the angler's eyes are eagerly directed, for the fishing to be had there is unequalled. It is the home of the wonderful Wa-na-nish, a variety of the land-locked salmon and a royal fighter when hooked. Many surprising tales of battles with these silver-mailed warriors of the deep were told by visitors to the lake last season, and even old salmon and trout fishers admit that finer sport cannot be enjoyed anywhere than with the Wa-na-nish of Lake St. John. Portions of the region about this lake are closely cultivated, and level, fat, farm lands comprise a goodly portion of it; the remainder is hidden by the forest primeval, and intersected by many rivers and lakes, several of the former being large streams, and all the waters furnishing rare good trout-fishing. A steamer plies upon the Mistassini, a tributary

of the lake, but the great majority of the waters are as yet unvisited by the white man, and in those mysterious solitudes can be found canoe routes and camp grounds unnumbered and sport unmeasured for whoever cares to penetrate the wilderness. On a fair estimate there is not a more promising point for the angler than this region in all America. The railway will land tourists and canoes directly upon the beach; in fact, places you *on the spot*, and you are free to go where you will. If you prefer camping, pitch your tent where you please, or, if you want a roof over your head, a good hotel is ready for you, and others will speedily follow.

The scenery along the Lake St. John Railway is highly picturesque, the attractions including Lake St. Joseph and surrounding mountains; the pretty village of St. Raymond on the lovely River Ste. Anne; the river Batiscan threading its way among lofty mountains; Pearl lake and lakes Edward, Kiskisink, Bouchette and Lac des Commissaires—all fine fishing waters; the falls of the River Ouiatchouan (50 feet higher than Montmorenci); the numerous villages upon Lake St. John, the almost circular lake itself, some 35 miles across, and on the further side the great lone land stretching northward to Hudson's straits. A paradise, indeed, for the lovers of the grand and beautiful in nature.

Should a trip down the St. Lawrence by the Quebec S. S. line or the Black Diamond line be decided upon, the wonders of the Saguenay will be missed, but more will be seen of the mighty Gulf of the St. Lawrence and its southern shore. East of Tadousac the north shore presents a picture of lonely savage wildness, with no remarkably interesting features, though sportsmen, anglers and artists frequently visit Labrador in their quest for fresh fields. The south shore is well settled by farmers and fishermen principally, but the first regular stopping place for steamers below Cacouna is Gaspé, though intermediate villages can be reached by rail. An interesting point below Cacouna is Trois Pistoles and the islets of Rosade. The scenery about the village is beautiful, and the little cluster of houses and church at the foot of a lofty bluff form a very pleasing picture. Lower down is Rimouski, a favorite summer resort with Canadians and New England-

ers, and the scenery is well calculated to please, for it is fully equal to many of the attractive points already passed. Rimouski is also interesting on account of its thoroughly French civilization, which traces back to the opening chapter of Canadian history. At this point the European mails are, in summer, transferred from the steamers to be forwarded more rapidly by rail, but it is not a regular stopping place for steamers upon the river.

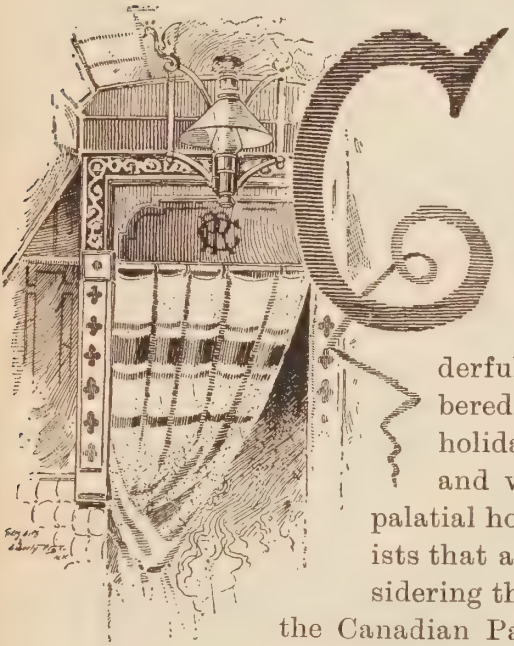
Below Rimouski the rapidly broadening St. Lawrence appears to be the sea itself, and the shore, visible from the steamer, presents a grand array of lofty mountains, with here and there a little fishing village at their base. Rounding Cape Rosier, "the Land's End of Canada," the steamers for ports on the Gaspé coast, Charlottetown, P. E. I., Newfoundland, etc., swing into the Bay of Chaleur and so on to their destination. The above trip is one that can be heartily recommended, and those who dread the fell *mal de mare* need have little fear, for it is seldom during the tourist season that the waters of the lower St. Lawrence or the Gulf are rough enough to cause any inconvenience.

Just beyond Rimouski, the Intercolonial Ry., which has followed the south shore of the river and given access to the shore resorts so far, turns southward across the narrowest part of Gaspé, as the eastern peninsula of Quebec is called, and follows the Metapedia river to the Bay of Chaleur, passing through a rugged, heavily timbered country, intersected by rapid rivers that furnish salmon fishing famed throughout the world.

The Bay of Chaleur requires no better proof of its rare merit as a summer resort than is furnished by the crowds of tourists who gather there each season. Perfect accommodation is afforded by the Inch Arran hotel which stands right on the beach and is not surpassed by any in the country, and many very comfortable little hostelries will be found in the numerous quaint villages upon the northern shore. A very pleasant trip can be taken by steamer *Admiral* from Dalhousie, reached by the Intercolonial Ry., to Gaspé bay, which affords a fine view of the attractive coast-line.

III.

To Portland and the Sea Coast via the White Mountains.



CANADIANS will find one of the most attractive routes to the popular resorts of the American sea coast through the celebrated White Mountains, by far the most interesting group in all the Eastern States. Between Canada and the fashionable points on the Atlantic seaboard lies a territory of wonderful natural beauty, affording unnumbered facilities for spending a pleasant holiday, and in addition to picturesque and varied scenery there will be found palatial hotels for the accommodation of tourists that are not surpassed in America. Considering these things, it is not surprising that the Canadian Pacific Railway has laid out a great number of routes to convey pleasure-seekers through the finest portions of this region, to the White Mountains, the Coast, and also through the mountains to southern New England.

The majority of these tours have Montreal as their initial point; others start from Quebec, and a few start from Montreal and follow the St. Lawrence to Quebec and thence to the objective points.

From Montreal the route is the same to Brigham Junction as described in our notes on the Short Line to Maritime Provinces, etc. From Brigham Junction south the line runs through a hilly country, enters the State of Vermont a short distance south of Abercorn, and thence east to the pleasant resort of Newport, Vt., situated on the southern end of Lake Memphremagog, a description of which will be found by referring to the Short Line route.

Travellers starting from Quebec reach Newport via the Quebec Central Railway, which traverses the pretty upper valley of the

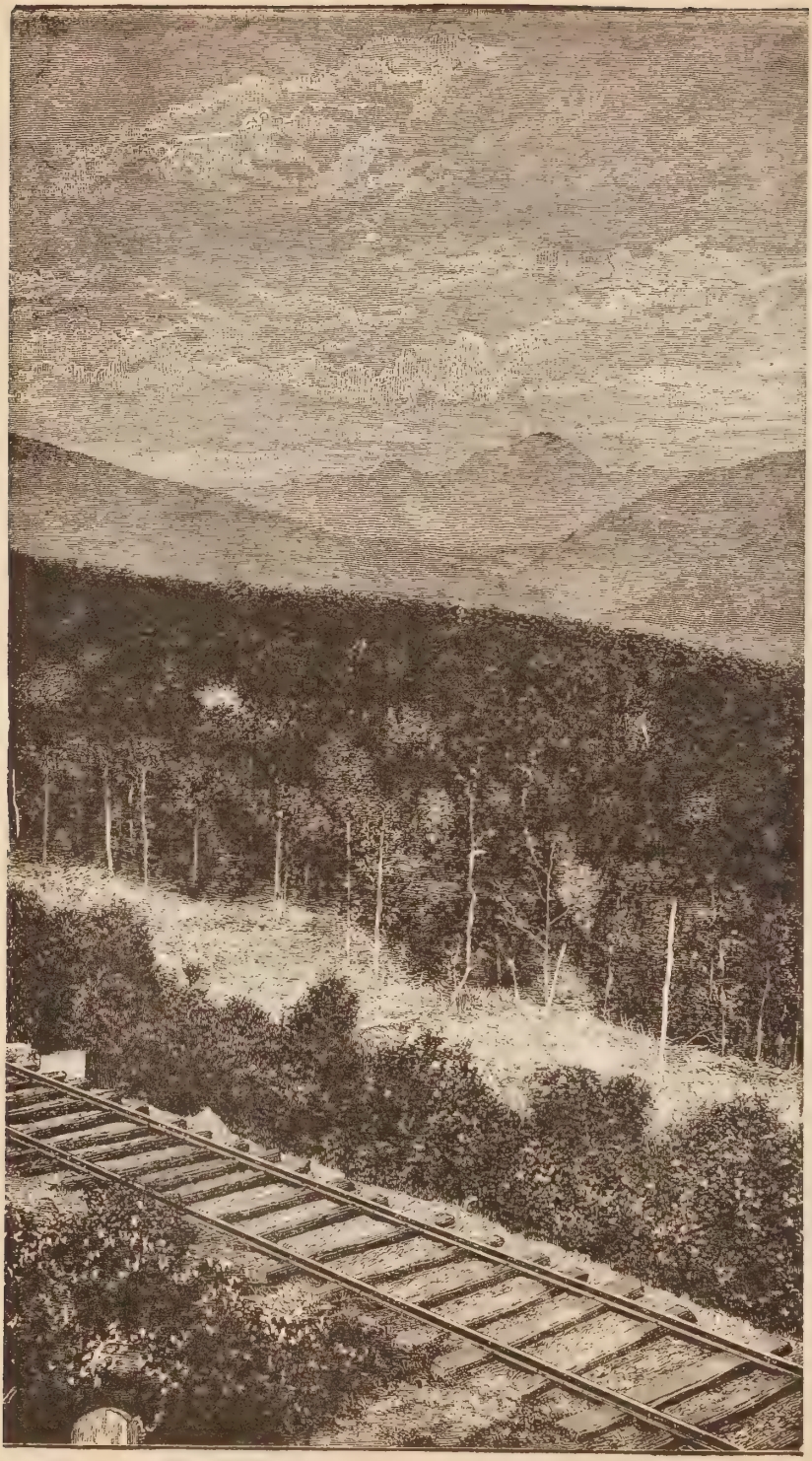
Mt. Washington.

Chaudiere, thence into the Eastern Townships to the city of Sherbrooke (where it crosses the Canadian Pacific Short Line), and thence by the Boston & Maine Rd. along the rocky shores of Lake Massa-

wippi to Newport. From Newport the trip is continued via the Passumpsic division of the Boston & Maine Rd. to St. Johnsbury, Vt. The run from Newport to St. Johnsbury trends towards Burke mountain and follows the crooked Passumpsic river for some distance, winding among picturesque hills with fine views here and there of the Green mountains. St. Johnsbury is a flourishing town with several important industries, chief of which is the manufacture of Fairbank's scales.

Leaving St. Johnsbury the White Mountain division of the Boston & Lowell Rd. runs eastward, crossing the beautiful Connecticut valley, walled in by rocky terraces and rolling hills, at Lancaster, N.H. The famous White Mountains, faintly discernible from St. Johnsbury, now loom boldly up above the eastern and southern horizon. Sharply defined in the foreground is Lafayette, and to the south the Profile range; to the east and north, Cherry mountain and the Lancaster range, while between Lafayette and Cherry tower the grander summits of famed Mount Washington and the Presidential range. After crossing the Connecticut the line turns to the south, passing village after village, each with excellent hotels and boarding-houses for summer residents, until Bethlehem Junction, at the northern gate of the White Mountains, is reached. The Ammonoosuc river is then followed into the interior of the group, beyond which a pass affords an egress to North Conway from which point the road runs to Portland and Boston. There are several small stations between Bethlehem and Conway offering surprisingly good accommodation for visitors, and from them many branch and stage lines diverge to desirable points, where hotels and boarding-houses will be found that are not surpassed by even the much-vaunted hostelries of the Riviera and Swiss Alps. The art of providing for a host of pleasure-seekers has been brought to a degree of perfection in the White Mountains and on the adjacent sea coasts that is not equalled anywhere in America and is not excelled anywhere in the world.

From Bethlehem Junction short branch lines lead to the palatial Maplewood Hotel and cluster of pretty cottages, and to the well-known village of Bethlehem, where numerous fine hotels and board-



View on the White Mountain Range.

ing-houses can be found. Owing to the freedom from hay fever and the beauty of the surrounding landscape this village is a very popular resort.

A noteworthy side-trip of ten miles can be made by rail from Bethlehem Junction to the world-famous Profile House, situated in a deep cleft between Franconia and Lafayette ranges, at the source of the Merrimac. Close at hand, projecting from the brow of a tremendous cliff, is the marvel of marvels, the mighty profile of the "Old Man of the Mountains," a spectacle that has excited the wonder and admiration of thousands. And well it might, for it is no fanciful resemblance to the human face that stamps this stern-featured majesty. It is colossal in proportions and grandly impressive in feature, but a perfect face throughout, as though one of the wizard craftsmen of old, who chiselled the stupendous Sphinx and the undying images of kings and heroes centuries dead, had sought to carve some magnificent statue from the living rock and given up the task after completing the features. But there is naught of the Egyptian's sensual expression about this face; it is rather a type of Brother Jonathan himself—keen, clear-cut, aquiline, looking to the boundless West, as though he knew of a great future dawning there and pointed the way for youthful tourists to follow the sagacious Greeley's advice. Six miles below the Profile is the Flume and Flume Hotel, reached by stage, and within easy driving distance is North Woodstock. East of Bethlehem Junction the first station is Twin Mountain House, close to Twin and Cherry mountains, and from there a fine view of Mount Washington can be had, and the pretty villages to the north about Cherry mountain, Randolph and Jefferson are easily accessible by stage. The White Mountain House, one of the oldest hotels in the country, is one mile away to the east, and a short distance beyond is Fabyan's, the central point of the entire district. To the south and west of Fabyan's lies an unexplored wilderness, mountainous and wild in the extreme, and to the north and east tower the lofty heights of the Presidential range. A branch line, six miles long, runs from Fabyan's along the bank of the Ammonoosuc and past its pretty falls to the base of Mount Washington, whence the Mount Washington Rd. carries visitors to the majestic summit, 6,293 feet above the sea.

In the Heart of the White Mountains.

The summit of the mountain is occupied by a large hotel, a signal station of the United States Weather service, a newspaper office, and the stables and offices of the stage company. While the majority of tourists devote only one day to Mount Washington, those who remain over at least one night on the top of the peak are abundantly rewarded. It is not often during the summer months that clouds enshroud the peak for more than a few hours at a time, so that no one need fear to include an excursion to this loftiest point of outlook in eastern America through fear that the time will be wasted. The inclined railway by which the ascent of the mountain is made has been in operation since 1869, and is the model for the similar railroads in the Alps. It is a narrow gauge track, laid upon a low trestle work carrying it evenly over the inequalities of the rocks, and the steepest grades amount to scarcely more than one foot of rise in each three of advance. The total length of the line is nearly three miles, and the time of the ascent about one and a half hours. A locomotive and one car constitute the train, and they are able to ascend by means of heavy cog-wheels locking into a third rail laid in the middle of the track and furnished with cog-teeth. The locomotive thus climbs a sort of ladder, the side rails merely guiding and supporting its weight. Precautions for safety are so numerous that an accident is simply impossible.

From the top of Mount Washington stages descend two or three times daily to the Glen House at the northern base of the peak and from thence to Glen Station, where the railway is again reached.

A narrow pass leading southward from Fabyan's carries the Maine Central Rd. from the Connecticut slope to that of the Atlantic. In the jaws of this pass, one-half mile beyond Fabyan's, stands the Mount Pleasant House, and four miles further is the celebrated Crawford House, occupying a secluded nook at the base of Mount Clinton. A little pond just in front of this hotel is the source of the Saco river, which flows thence southward through the White Mountain range and outward to the ocean at Portland.

Turning southward from the Crawford House the railway next passes through the narrow "Gate of the Notch," winds its way by skillful engineering along the sheer western slope of Mounts Willey

and Field, and thence follows the Saco through a narrow canyon for several miles down past the Willey House, Bemis, Upper Bartlett, Glen Station, Lower Bartlett and the Intervale House, to North Conway, where the valley expands into bright intervales that furnish some of the most beautiful scenes in New Hampshire.

An interesting side-trip to be made from Glen Station, and other resorts on the southern slope of the mountains (or from Fabyan's over the peak of Mount Washington), is to the Glen House, which stands between Mount Washington and the Carter mountains, lying immediately east of the Presidential range. This hotel occupies a knoll overlooking the Peabody valley and fronting an amphitheatre formed of the five highest mountains in New England, only some three or four miles distant. No hills interfere with the view and it is the only point where their unobstructed height and breadth can be gauged and an intelligent idea be gained of their imposing proportions. From the Glen House roads and foot-paths extend throughout the most lofty and beautiful section of the White Mountains and some of the wildest and least visited scenery in New Hampshire is accessible, while, on the other hand, stages and excursion waggons reach a lovely pastoral region northward, several exquisite waterfalls, and the charming old-time valley of Jackson river, along which the main road from the Glen House to Glen Station finds its way through the mountains. Stages from the Glen House meet every important train, and carry passengers, not only to that hotel, but to several other resorts in the Jackson and Peabody valleys. Stages depart for and arrive from the top of Mount Washington three times daily; and that route which includes the trip over the mountains to the Glen House, and by stage to Glen Station, or *vice versa*, as a divergence from the all-rail route through the Crawford Notch, is one of the most enjoyable of the whole series.

The Maine Central Rd. proceeds southward from North Conway to Conway Centre, on the banks of the Saco, where it turns eastward and pursues its way down the valley and around the southern end of Sebago lake to Portland, Me. This is a rich farming country, presenting charming landscapes, and many different tours will be found which include it; among them those leading to Bar Harbor, Old Orchard Beach, Boston, etc.

Old Man of the Mountain.

Approaching the Crawford Notch.

IV.

To Boston via the Montreal & Boston Air Line.

IN this case the route followed is similar to the one just described (to Portland via the White Mountains), as far as St. Johnsbury. Below that town the erratic Passumpsic river is crossed and re-crossed several times ere its mouth is reached, a few miles before arriving at Wells River Junction, on the Wells river, a tributary of the Connecticut.

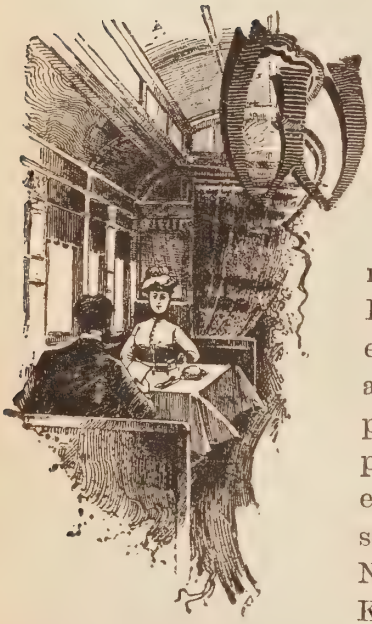
At Wells river the last-named stream is crossed, and proceeding southward over the hilly region that divides the tributaries of the Connecticut from those of the Merrimac, we descend towards the Merrimac valley by way of the gorge of Baker's river, one of the headwaters of the Pemigewasset. The towns of Haverhill, Wentworth, Warren and Rumney (all in New Hampshire) are passed, and from these several points the landscape revealed is decidedly picturesque, and fine views are obtained of the White Mountains close upon the left, with Moosilauke prominently conspicuous. Further on is a sight that will delight all beholders—Mount Washington grandly revealed across Lake Winnipesaukee. At Plymouth, N.H., situated at the junction of Baker's river with the Pemigewasset, a branch line runs northward to North Woodstock, whence the Flume and Profile hotels are reached by stage as previously referred to. Plymouth appears like a scrap of outside civilization deposited among guardian mountains for safe keeping, the surroundings being wonderfully pleasing. Soon Winnipesaukee's shore is reached, with the villages of Lake Village, Laconia and Weir's, with good hotels and all facilities for spending a holiday; Weir's being the landing-place for the steamers plying upon the lake. At the town of Laconia, nestling near the base of Mt. Belknap, the lake is left behind, and the line follows down the valley of the Winnipesaukee river, as the outlet of the lake is named, and ere long Concord, the capital of New Hampshire, is reached. Passing on from Concord and following the Merrimac river, the next point of special interest is the great factory city of Manchester. From thence the route passes through the busy "cotton" cities and flourishing towns of eastern New Hampshire,

including Nashua and Lowell, until the train rolls into Boston, and the twelve-hour run from Montreal is completed.

A most pleasant way for the traveller to reach New York from Boston is by the Fall River Line. Steamship lines also run from Boston to Portland, Me., Eastport, Me., St. John, N.B., Yarmouth, N.S., Annapolis, N.S., and Halifax, N.S. Reference to the list of tours will show that in several cases a round trip is provided between Montreal and Boston, via St. Johnsbury, Fabyan's and Portland, and return via Plymouth and Wells river, or *vice versa*.

V.

Mount Desert and the Maine Coast.



THAT the routes are from Canada to the coast the tourist has already been informed. Once the sea is gained unsurpassed facilities are offered by rail or steamer from Boston or Portland for reaching noted points of summer travel. Between Boston and Portland large and elegantly appointed steamers ply by day and night; or should the trip by rail be preferred, a succession of interesting seaports are traversed, ranking among the earliest settlements on the New England seaboard, including Lynn, Salem, Ipswich, Newburyport, Portsmouth, Kennebunk and Kennebunkport, Biddeford, Saco, and the famous Old Orchard and Scarboro' beaches. All of these are surrounded by historical interest, dating back to the earliest records of the civilization of the country, and in addition they are quaintly pleasing and exceedingly picturesque of themselves.

The city of Portland, Me., is so widely known that a description of it would be superfluous. It has for years been a popular spot with tourists, and a holiday can be well spent examining its interesting features. One point that never loses its charm is the old tower on Munjoy Hill. Casco bay is surrounded by most attractive shores and contains delightfully pretty islands, prominent among which is Cushing's Island—a gem in its way. The numerous hotels and cottages dotted here and there and all around are filled to overflowing during the summer season, and along the coast are sleepy, old-fashioned villages, perfect ideals of spots for a restful vacation. Gayer resorts are furnished by the beaches and hotels, the most celebrated of them being Rye Beach, the Isles of Shoals, Wentworth House and Old Orchard, the latter being a smooth beach a few miles south of Portland, with row after row of hotels, cottages, amusement booths, bathing houses, etc., etc., and everything to make it, what it is, a fashionable and popular watering-place. A special side-trip is arranged from Portland to Old Orchard, which also gives access to Ocean Park, Ferry Beach and other differently named but closely connected points; in fact all are situated upon the same ten-mile strip of shore and connected by a branch line on which trains run every hour. The traveller can reach Mount Desert (Bar Harbor) from Greenville by rail as mentioned in connection with the New Short Line, or from Portland by the Maine Central Rd., or by a steamer which calls at several points upon the Maine coast, and at summer resorts upon the lesser islands.

Mount Desert Island is the most prominent and fashionable watering-place on the northern coast. Its principal landing and centre of amusement is Bar Harbor, the population of which, in midsummer, reaches ten or fifteen thousand. Large and most elegant hotels exist, as well as less costly ones. Private boarding can easily be obtained at almost any price desired in Bar Harbor, or in some of the farming villages scattered over the island. The means of pleasure-taking are almost without limit. At Bar Harbor the most stylish entertainments and luxurious hotel life are to be seen beside the simpler excursions, boating and fishing trips and picnics with which the majority of visitors are satisfied. The island is mountainous

and some of the summits are over 1,500 feet in height. One of these has a railway, like that on Mt. Washington, which carries passengers to a hotel on the apex, overlooking the sea, the straits and an immense landscape inland. To the tops of other rocky hills good paths are made; and walking-trips, consequently, are one of the most fashionable as well as enjoyable customs of the island. There is no doubt that of all the leading summer resorts, Mount Desert stands among the first in the variety of recreation it offers, coupled with that pleasing contrast of mountain and seashore in which it is quite unrivaled on the Atlantic coast.

For many of these tours to the Maine coast and Maritime Provinces a different route is provided, either going or returning, rendering them doubly attractive.

SPECIAL INFORMATION

IN CONNECTION WITH

EASTERN TOURS

Tickets over the Mount Washington Railway are not available after about the 15th September.

Lake Memphremagog Steamer ceases running 20th September.

Attention is called to the fact that the Canadian Pacific Railway now controls and operates the Southeastern Railway (Montreal & Boston Air Line), which is the only line running from Montreal to the New England seaboard through the heart of the White Mountains, and that trains by this route now start from the Canadian Pacific Railway Windsor Street Depot in Montreal, and that all tourist tickets reading from Quebec or any point west of Montreal "via Canadian Pacific Railway to Newport" permit passengers to stop over in Montreal.

Tourists starting from Montreal or stopping over in Montreal, whose tickets read east via rail to Quebec, will take train from Montreal, at Dalhousie Square Station, if tickets read via Newport or Vanceboro (the Short Line through Maine), they will take train at Windsor Street Depot. See Time Table Folder.

Eastern tours *via* Montreal from Detroit, Niagara Falls, St. Thomas, Toronto, etc., instead of reading "all rail Canadian Pacific Railway to Montreal," can be varied to read *eastbound* from Toronto or Kingston to Montreal by the Richelieu & Ontario Navigation Co., and from Ottawa to Montreal by the Ottawa River Navigation Co., on payment of the following amounts in addition to the rates advertised herein, viz. :

FROM	Return Trips			Single Trips		
	Via R. & O. Nav. Co. from Toronto	Via R. & O. Nav. Co. from Kingston	Via Ott. Riv. Nav. Co. from Ottawa	Via R. & O. Nav. Co. from Toronto	Via R. & O. Nav. Co. from Kingston	Via Ott. Riv. Nav. Co. from Ottawa
Port Arthur	$1.75	$0.75	$0.50	.....	.....	.....
Duluth	1.75	0.75	0.50	.....	.....	.....
St. Paul	1.75	0.75	0.50	.....	.....	.....
Sault Ste. Marie	1.75	0.75	0.50	$1.75	$1.75	$1.75
Detroit	1.75	0.75	0.50	1.75	1.75	1.75
Niagara	1.75	1.75	1.75	2.50	2.50	1.50
St. Thomas	2.60	2.60	1.60	2.50	2.50	1.50
London	2.75	2.75	1.75	2.50	2.50	1.50
Toronto	3.00	3.00	2.00	2.50	2.50	1.50

Purchasers of Tourist Tickets reading *via* Quebec to eastern points, who request the privilege at the time of buying their ticket, will be given the option of going from Montreal to Quebec by the Canadian Pacific Railway, or by a steamer of the Richelieu & Ontario Navigation Company, without extra charge.

Tourist tickets to eastern points starting from Ottawa will on request at time of purchase be made to read Ottawa River Navigation Company to Montreal, instead of Canadian Pacific Railway, without additional charge.

The route **from Port Arthur** for Eastern Tours will be by Canadian Pacific Steamship Line to Sault Ste. Marie or Owen Sound, thence Canadian Pacific Railway; or by Canadian Pacific Railway Rail Route to Montreal. The route **from Sault Ste. Marie** will be by Canadian Pacific Railway Rail Route, or by Canadian Pacific Steamship Line (Local or Through) to Owen Sound, thence by Canadian Pacific Railway, Tourists **from St. Paul** by the Minneapolis, St. Paul & Sault Ste. Marie Railway, or from Duluth by the Duluth, South Shore & Atlantic Railway to Sault Ste. Marie, may travel thence by the Canadian Pacific Railway or Steamship Lines.

Eastern Tours

TO THE

MARITIME PROVINCES, LOWER ST. LAWRENCE, WHITE MOUNTAINS, AND THE SEASIDE.

BAR HARBOR (Mount Desert) AND RETURN

ROUTE R 1 — Rates as follows:

From Quebec	$21.50	From St. Thomas	$38.00
" Montreal	17.50	" Niagara Falls	34.75
" Ottawa	22.50	" Detroit	40.00
" Prescott	22.50	" Sault Ste. Marie	48.50
" Brockville	23.10	" Port Arthur	61.60
" Toronto	32.50	" Duluth	61.60
" London	37.60	" St. Paul	61.60

Canadian Pacific Ry	to Newport	14
Boston & Maine Rd	" Scott's	123
Boston & Lowell Rd	" Fabyan's	120
Maine Central Rd	" Portland	77
Portland, Mt. Desert and Machias Steamboat Co	" Bar Harbor	73

Return same route. R

BAR HARBOR (Mount Desert) AND RETURN

ROUTE R 2 — Rates as follows:

From Quebec	$23.00	From St. Thomas	$39.00
" Montreal	19.00	" Niagara Falls	36.25
" Ottawa	24.00	" Detroit	41.50
" Prescott	24.00	" Sault Ste. Marie	50.00
" Brockville	24.60	" Port Arthur	63.10
" Toronto	34.00	" Duluth	63.10
" London	38.25	" St. Paul	63.10

Canadian Pacific Ry	to Newport	14
Boston & Maine Rd	" Scott's	123
Boston & Lowell Rd	" Fabyan's	120
Maine Central Rd	" Bar Harbor	124

Return same route. R

BAR HARBOR, Me. (Mount Desert), AND RETURN

ROUTE R 3 — Rates same as for Route R 2

Canadian Pacific Ry	to	Greenville	14
Bangor & Piscataquis Rd	"	Oldtown	158
Maine Central Rd	"	Bar Harbor	124

Return same route. R

BAR HARBOR, Me. (Mount Desert), AND RETURN R W

ROUTE R 4 — Rates as follows:

From	Quebec	$26.00	From	St. Thomas	$42.50
"	Montreal	22.00	"	Niagara Falls	39.25
"	Ottawa	27.00	"	Detroit	44.50
"	Prescott	27.00	"	Sault Ste. Marie	53.00
"	Brockville	27.60	"	Port Arthur	66.10
"	Toronto	37.00	"	Duluth	66.10
"	London	42.10	"	St. Paul	66.10

Canadian Pacific Ry	to	Greenville	14
Bangor & Piscataquis Rd	"	Oldtown	158
Maine Central Rd	"	Bar Harbor	124
Portland, Mt. Desert and Machias S. B.Co.	"	Portland	73
Maine Central Rd	"	Fabyan's	77
Boston & Lowell Rd	"	Scott's	120
Boston & Maine Rd	"	Newport	123
Canadian Pacific Ry	"	Starting Point	14

BAR HARBOR, Me. (Mount Desert), AND RETURN R W

ROUTE R 5 — Rates as follows:

From	Quebec	$27.50	From	St. Thomas	$44.00
"	Montreal	23.50	"	Niagara Falls	40.75
"	Ottawa	28.50	"	Detroit	46.00
"	Prescott	28.50	"	Sault Ste. Marie	54.50
"	Brockville	29.10	"	Port Arthur	67.60
"	Toronto	38.50	"	Duluth	67.60
"	London	43.60	"	St. Paul	67.60

Canadian Pacific Ry	to	Greenville	14
Bangor & Piscataquis Rd	"	Oldtown	158
Maine Central Rd	"	Bar Harbor	124
Maine Central Rd	"	Fabyan's	124
Boston & Lowell Rd	"	Scott's	120
Boston & Maine Rd	"	Newport	123
Canadian Pacific Ry	"	Starting Point	14

BETHLEHEM, N. H., AND RETURN

ROUTE R 6

Rates as follows:

From	Quebec	$13.95	From	St. Thomas	$30.45
"	Montreal	9.95	"	Niagara Falls	27.20
"	Ottawa	14.95	"	Detroit	32.45
"	Prescott	14.95	"	Sault Ste. Marie	40.95
"	Brockville	15.55	"	Port Arthur	51.05
"	Toronto	24.95	"	Duluth	54.05
"	London	30.05	"	St. Paul	54.05

Canadian Pacific Ry	to	Newport	14
Boston & Maine Rd	"	Scott's	123
Boston & Lowell Rd	"	Bethlehem Junction	121
Profile & Franconia Notch Rd	"	Bethlehem	82

Return same route. R

BOSTON, Mass., AND RETURN R W

ROUTE R 7

Rates as follows:

From	Quebec	$22.50	From	St. Thomas	$39.00
"	Montreal	18.50	"	Niagara Falls	35.75
"	Ottawa	23.50	"	Detroit	41.00
"	Prescott	23.50	"	Sault Ste. Marie	49.50
"	Brockville	24.10	"	Port Arthur	62.60
"	Toronto	33.50	"	Duluth	62.60
"	London	38.60	"	St. Paul	62.60

Canadian Pacific Ry	to	Newport	14
Boston & Maine Rd.	"	Scott's	123
Boston & Lowell Rd	"	Fabyan's	120
Boston & Lowell Rd	"	Concord	5
Concord Rd	"	Nashua	27
Boston & Maine Rd	"	Boston	3
Boston & Maine Rd	"	Nashua	3
Concord Rd	"	Concord	27
Boston & Lowell Rd	"	Wells River	4
Boston & Maine Rd	"	Newport	71
Canadian Pacific Ry	"	Starting Point	14

BOSTON, Mass., AND RETURN R W

ROUTE R 8

Rates same as for Route R 7

Canadian Pacific Ry	to	Newport	14
Boston & Maine Rd	"	Scott's	123
Boston & Lowell Rd	"	Fabyan's	120
Maine Central Rd	"	Portland	77
Boston & Maine Rd	"	Boston	10
Boston & Maine Rd	"	Nashau	3
Concord Rd	"	Concord	27
Boston & Lowell Rd	"	Wells River	4
Boston & Maine Rd	"	Newport	71
Canadian Pacific Ry	"	Starting Point	14

BOSTON, Mass., AND RETURN R W

ROUTE R 9 Rates as follows:

From	Quebec	$21.00	From	St. Thomas	$41.50
"	Montreal	21.00	"	Niagara Falls	38.25
"	Ottawa	26.00	"	Detroit	43.50
"	Prescott	26.00	"	Sault Ste. Marie	52.00
"	Brockville	26.60	"	Port Arthur	64.60
"	Toronto	36.00	"	Duluth	64.60
"	London	41.10	"	St. Paul	64.60

Canadian Pacific Ry	to Quebec	14
Ferry	" Levis	33
Quebec Central Ry	" Sherbrooke	84
Boston & Maine Rd	" Scott's	123
Boston & Lowell Rd	" Fabyan's	120
Maine Central Rd	" Portland	77
Boston & Maine Rd	" Boston	10
Boston & Maine Rd	" Nashau	3
Concord Rd	" Concord	27
Boston & Lowell Rd	" Wells River	4
Boston & Maine Rd	" Newport	71
Canadian Pacific Ry	" Starting Point	14

BOSTON, Mass., AND RETURN R W

ROUTE R 10 Rates as follows:

From	Quebec	$20.50	From	St. Thomas	$37.00
"	Montreal	16.50	"	Niagara Falls	33.75
"	Ottawa	21.50	"	Detroit	39.00
"	Prescott	21.50	"	Sault Ste. Marie	47.50
"	Brockville	22.10	"	Port Arthur	60.60
"	Toronto	31.50	"	Duluth	60.60
"	London	36.60	"	St. Paul	60.60

Canadian Pacific Ry	to Newport	14
Boston & Maine Rd	" Scott's	123
Boston & Lowell Rd	" Fabyan's	120
Maine Central Rd	" Portland	77
Steamer	" Boston	105
Boston & Maine Rd	" Nashau	3
Concord Rd	" Concord	27
Boston & Lowell Rd	" Wells River	4
Boston & Maine Rd	" Newport	71
Canadian Pacific Ry	" Starting Point	14

BOSTON, Mass., AND RETURN

ROUTE R 11 Rates as follows:

From	Quebec	$18.00	From	St. Thomas	$34.00
"	Montreal	16.00	"	Niagara Falls	30.75
"	Ottawa	18.00	"	Detroit	38.50
"	Prescott	19.35	"	Sault Ste. Marie	44.50
"	Brockville	19.95	"	Port Arthur	58.50
"	Toronto	28.50	"	Duluth	60.10
"	London	33.60	"	St. Paul	60.10

Canadian Pacific Ry	to Newport	14
Boston & Maine Rd	" Wells River	71
Boston & Lowell Rd	" Concord	4
Concord Rd	" Nashua	27
Boston & Maine Rd	" Boston	3

Return same route. R

BOSTON, Mass., AND RETURN

ROUTE R 12 — Rates as follows:

From	Quebec	$32.00	From	St. Thomas	$48.50
"	Montreal	28.00	"	Niagara Falls	45.25
"	Ottawa	33.00	"	Detroit	50.50
"	Prescott	33.00	"	Sault Ste. Marie	59.00
"	Brockville	33.60	"	Port Arthur	72.10
"	Toronto	43.00	"	Duluth	72.10
"	London	48.10	"	St. Paul	72.10

Canadian Pacific Ry	to	Newport	14
Boston & Maine Rd	"	Scott's	123
Boston & Lowell Rd	"	Fabyan's	120
Boston & Lowell Rd	"	Base of Mt. Washington	6
Mount Washington Ry	"	Summit	55
Stage	"	Glen House	100
Stage	"	Glen Station	99
Maine Central Rd	"	Portland	124
Boston & Maine Rd	"	Boston	123
Boston & Maine Rd	"	Nashua	3
Concord Rd	"	Concord	27
Boston & Lowell Rd	"	Wells River	4
Boston & Maine Rd	"	Newport	71
Canadian Pacific Ry	"	Starting Point	14

BOSTON, Mass., AND RETURN

ROUTE R 13 — Rates same as for Route R 12

Canadian Pacific Ry	to	Newport	14
Boston & Maine Rd	"	Scott's	123
Boston & Lowell Rd	"	Fabyan's	120
Boston & Lowell Rd	"	Base of Mt. Washington	6
Mount Washington Ry	"	Summit	55
Stage	"	Glen House	100
Stage	"	Glen Station	99
Maine Central Rd	"	North Conway	124
Boston & Maine Rd	"	Boston	123
Boston & Maine Rd	"	Nashua	3
Concord Rd	"	Concord	27
Boston & Lowell Rd	"	Wells River	4
Boston & Maine Rd	"	Newport	71
Canadian Pacific Ry	"	Starting Point	14

BOSTON, Mass., AND RETURN

ROUTE R 14 — Rates as follows:

From	Quebec	$19.00	From	St. Thomas	$35.50
"	Montreal	15.00	"	Niagara Falls	32.25
"	Ottawa	20.00	"	Detroit	47.50
"	Prescott	20.00	"	Sault Ste. Marie	46.00
"	Brockville	20.60	"	Port Arthur	59.10
"	Toronto	30.00	"	Duluth	59.10
"	London	35.10	"	St. Paul	59.10

Canadian Pacific Ry	to	Newport	14
Boston & Maine Rd	"	Scott's	123
Boston & Lowell Rd	"	Fabyan's	120
Maine Central Rd	"	Portland	77
Boston & Maine Rd	"	Boston	10

Return same route. R

BOSTON, Mass., AND RETURN

R W

ROUTE R 15

Rates as follows:

From	Quebec	$27.00	From	St. Thomas	$43.50
"	Montreal	23.00	"	Niagara Falls	40.25
"	Ottawa	28.00	"	Detroit	45.50
"	Prescott	28.00	"	Sault Ste. Marie	54.00
"	Brockville	28.60	"	Port Arthur	67.10
"	Toronto	38.00	"	Duluth	67.10
"	London	43.10	"	St. Paul	67.10

Canadian Pacific Ry	to	Greenville	14
Bangor & Piscataquis Rd	"	Oldtown	158
Maine Central Rd	"	Portland	124
Boston & Maine Rd	"	Boston	10
Boston & Maine Rd	"	Nashua	3
Concord Rd	"	Concord	27
Boston & Lowell Rd	"	Wells River	4
Boston & Maine Rd	"	Newport	71
Canadian Pacific Ry	"	Starting Point	14

CACOUNA, P.Q., AND RETURN

ROUTE R 16

Rates as follows:

From	Montreal	$ 8.00	From	St. Thomas	$28.50
"	Ottawa	13.00	"	Niagara Falls	25.25
"	Prescott	13.00	"	Detroit	30.50
"	Brockville	13.60	"	Sault Ste. Marie	39.00
"	Toronto	23.00	"	Port Arthur	52.10
"	London	28.10	"	Duluth	52.10

From St. Paul $52.10

Canadian Pacific Ry	to	Quebec	14
Ferry	"	Levis	33
Intercolonial Ry	"	Cacouna	35

Return same route. R

For route via Richelieu & Ontario Navigation Co's Steamers from Quebec, see Route R 87 to Riviere du Loup, P.Q., and Return.

CHARLOTTETOWN, P.E.I., AND RETURN

ROUTE R 17

Rates as follows:

From	Quebec	$28.25	From	St. Thomas	$44.75
"	Montreal	24.25	"	Niagara Falls	41.50
"	Ottawa	29.25	"	Detroit	46.75
"	Prescott	29.25	"	Sault Ste. Marie	55.25
"	Brockville	29.85	"	Port Arthur	68.35
"	Toronto	39.25	"	Duluth	68.35
"	London	44.35	"	St. Paul	68.35

Canadian Pacific Ry	to	Vanceboro	14
New Brunswick Ry	"	St. John	59
Intercolonial Ry	"	Point du Chene	38
Prince Edward Island Navigation Co	"	Summerside	81
Prince Edward Island Ry	"	Charlottetown	79

Return same route. R

CHARLOTTETOWN, P.E.I., AND RETURN R W

ROUTE R 18 Rates as follows:

From Quebec	$28.00	From St. Thomas	$48.50
" Montreal	28.00	" Niagara Falls	45.25
" Ottawa	33.00	" Detroit	50.50
" Prescott	33.00	" Sault Ste. Marie	59.00
" Brockville	33.60	" Port Arthur	72.10
" Toronto	43.00	" Duluth	72.10
" London	48.10	" St. Paul	72.10

Canadian Pacific Ry	to Vanceboro	14
New Brunswick Ry	" St. John	59
Intercolonial Ry,	" Point du Chene	38
Prince Edward Island Navigation Co	" Summerside	81
Prince Edward Island Ry	" Charlottetown	79
Prince Edward Island Navigation Co	" Pictou	80
Intercolonial Ry	" Levis	35
Ferry	" Quebec	33
Canadian Pacific Ry	" Starting Point	14

CHARLOTTETOWN, P.E.I., AND RETURN

ROUTE R 19 Rates as follows:

From Montreal	$27.00	From St. Thomas	$47.50
" Ottawa	32.00	" Niagara Falls	44.25
" Prescott	32.00	" Detroit	49.50
" Brockville	32.60	" Sault Ste. Marie	58.00
" Toronto	42.00	" Port Arthur	71.10
" London	47.10	" Duluth	71.10

From St. Paul $71.10

Canadian Pacific Ry	to Quebec	14
Quebec Steamship Co	" Charlottetown	85
Prince Edward Island Navigation Co	" Pictou	80
Intercolonial Ry	" St. John	169
New Brunswick Ry	" Vanceboro	59
Canadian Pacific Ry	" Starting Point	14

CHARLOTTETOWN, P.E.I., AND RETURN R W

ROUTE R 20 Rates same as for Route R 19

Canadian Pacific Ry	to Quebec	14
Quebec Steamship Co	" Charlottetown	85
Prince Edward Island Navigation Co	" Pictou	80
Intercolonial Ry	" Levis	35
Ferry	" Quebec	33
Canadian Pacific Ry	" Starting Point	14

CHARLOTTETOWN, P.E.I., AND RETURN R W

ROUTE R 21

Rates as follows:

From	Montreal	$28.00	From	St. Thomas	$48.50
"	Ottawa	33.00	"	Niagara Falls	45.25
"	Prescott	33.00	"	Detroit	50.50
"	Brockville	33.60	"	Sault Ste. Marie	59.00
"	Toronto	43.00	"	Port Arthur	72.10
"	London	48.10	"	Duluth	72.10

From St. Paul $72.10

Canadian Pacific Ry	to Quebec	14
Ferry	" Levis	33
Intercolonial Ry	" Point du Chene	35
Prince Edward Island Navigation Co	" Summerside	81
Prince Edward Island Ry	" Charlottetown	79
Prince Edward Island Navigation Co	" Pictou	80
Intercolonial Ry	" Levis	35
Ferry	" Quebec	33
Canadian Pacific Ry	" Starting Point	14

CHARLOTTETOWN, P.E.I., AND RETURN

ROUTE R 22

Rates as follows:

From	Montreal	$20.75	From	St. Thomas	$41.25
"	Ottawa	25.75	"	Niagara Falls	38.00
"	Prescott	25.75	"	Detroit	43.25
"	Brockville	26.35	"	Sault Ste. Marie	51.75
"	Toronto	35.75	"	Port Arthur	64.85
"	London	40.85	"	Duluth	64.85

From St. Paul $64.85

Canadian Pacific Ry	to Quebec	75
Quebec Steamship Co	" Charlottetown	81

Return same route. R

CHARLOTTETOWN, P.E.I., AND RETURN

ROUTE R 23

Rates as follows:

From	Montreal	$25.05	From	St Thomas	$45.55
"	Ottawa	30.05	"	Niagara Falls	42.30
"	Prescott	30.05	"	Detroit	47.55
"	Brockville	30.65	"	Sault Ste. Marie	56.05
"	Toronto	40.05	"	Port Arthur	69.15
"	London	45.15	"	Duluth	69.15

From St. Paul $69.15

Canadian Pacific Ry	to Quebec	14
Ferry	" Levis	33
Intercolonial Ry. Co	" Point du Chene	35
Prince Edward Island Navigation Co	" Summerside	81
Prince Edward Island Ry	" Charlottetown	79

Return same route. R

CRAWFORD HOUSE, N.H., AND RETURN

ROUTE R 24

Rates as follows:

From Quebec	$14.00	From St. Thomas	$30.50
" Montreal	10.00	" Niagara Falls	27.25
" Ottawa	15.00	" Detroit	32.50
" Prescott	15.00	" Sault Ste. Marie	41.00
" Brockville	15.60	" Port Arthur	54.10
" Toronto	25.00	" Duluth	54.10
" London	30.10	" St. Paul	54.10

Canadian Pacific Ry	to Newport	14
Boston & Maine Rd	" Scott's	123
Boston & Lowell Rd	" Fabyan's	120
Maine Central Rd	" Crawford House	74

Return same route. R

DALHOUSIE N.B., AND RETURN

ROUTE R 25

Rates as follows:

From Montreal	$14.75	From St Thomas	$35.25
" Ottawa	19.75	" Niagara Falls	32.00
" Prescott	19.75	" Detroit	37.25
" Brockville	20.35	" Sault Ste. Marie	45.75
" Toronto	29.75	" Port Arthur	58.85
" London	34.85	" Duluth	58.85

From St. Paul $58.85

Canadian Pacific Ry	to Quebec	14
Ferry	" Levis	33
Intercolonial Ry	" Dalhousie	35

Return same route. R

EASTPORT, Me., AND RETURN

ROUTE R 26

Rates as follows:

From Quebec	$20.00	From St. Thomas	$36.50
" Montreal	16.00	" Niagara Falls	33.25
" Ottawa	21.00	" Detroit	38.50
" Prescott	21.00	" Sault Ste. Marie	47.00
" Brockville	21.60	" Port Arthur	60.10
" Toronto	31.00	" Duluth	60.10
" London	36.10	" St. Paul	60.10

Canadian Pacific Ry	to Vanceboro	14
New Brunswick Ry	" St. Andrew's	159
Frontier S. B. Company	" Eastport	163

Return same route. R

EASTPORT, Me., AND RETURN

ROUTE R 27

Rates as follows:

From Quebec	$21.00	From St. Thomas	$37.50
" Montreal	17.00	" Niagara Falls	34.25
" Ottawa	22.00	" Detroit	39.50
" Prescott	22.00	" Sault Ste. Marie	48.00
" Brockville	22.60	" Port Arthur	61.10
" Toronto	32.00	" Duluth	61.10
" London	37.10	" St. Paul	61.10

Canadian Pacific Ry	to Newport	14
Boston & Maine Rd	" Scott's	123
Boston & Lowell Rd	" Fabyan's	120
Maine Central Rd	" Portland	77
International Steamship Co.	" Eastport	125

Return same route. R

FABYAN'S, N.H., AND RETURN

R W

ROUTE R 28

Rates as follows:

From	Quebec	$13.30	From	St. Thomas	$33.80
"	Montreal	13.30	"	Niagara Falls	30.55
"	Ottawa	18.30	"	Detroit	35.80
"	Prescott	18.30	"	Sault Ste. Marie	44.30
"	Brockville	18.90	"	Port Arthur	57.40
"	Toronto	28.30	"	Duluth	57.40
"	London	33.40	"	St. Paul	57.40

Canadian Pacific Ry	to	Quebec	14
Ferry	"	Levis	33
Quebec Central Ry	"	Sherbrooke	84
Boston & Maine Rd	"	Scott's	123
Boston & Lowell Rd	"	Fabyan's	120
Boston & Lowell Rd	"	Scott's	120
Boston & Maine Rd	"	Newport	70
Canadian Pacific Ry	"	Starting Point	14

FABYAN'S, N.H., AND RETURN

ROUTE R 29

Rates as follows:

From	Quebec	$13.50	From	St. Thomas	$30.00
"	Montreal	9.50	"	Niagara Falls	26.75
"	Ottawa	14.50	"	Detroit	32.00
"	Prescott	14.50	"	Sault Ste. Marie	40.50
"	Brockville	15.10	"	Port Arthur	53.60
"	Toronto	24.50	"	Duluth	53.60
"	London	29.60	"	St. Paul	53.60

Canadian Pacific Ry	to	Newport	14
Boston & Maine Rd	"	Scott's	123
Boston & Lowell Rd	"	Fabyan's	120

Return same route. R

GASPE, Que., AND RETURN

ROUTE R 30

Rates as follows:

From	Montreal	$17.00	From	St. Thomas	$37.50
"	Ottawa	22.00	"	Niagara Falls	34.25
"	Prescott	22.00	"	Detroit	39.50
"	Brockville	22.60	"	Sault Ste. Marie	48.00
"	Toronto	32.00	"	Port Arthur	61.10
"	London	37.10	"	Duluth	61.10

From St. Paul $61.10

Canadian Pacific Ry	to	Quebec	14
Quebec Steamship Co	"	Gaspe	85

Return same route. R

GASPE, Que., AND RETURN

ROUTE R 31

Rates as follows:

From	Montreal	$20.75	From	St. Thomas	$11.25
"	Ottawa	25.75	"	Niagara Falls	38.00
"	Prescott	25.75	"	Detroit	43.25
"	Brockville	26.35	"	Sault Ste. Marie	51.75
"	Toronto	35.75	"	Port Arthur	64.85
"	London	40.85	"	Duluth	64.85

From St. Paul.....$64.85

Canadian Pacific Ry	to Quebec	14
Ferry	" Levis	33
Intercolonial Ry	" Dalhousie	35
Steamer "Admiral"	" Gaspe	101

Return same route. R

GLEN HOUSE, N.H., AND RETURN

ROUTE R 32

Rates as follows:

From	Quebec	$19.50	From	St. Thomas	$36.00
"	Montreal	15.50	"	Niagara Falls	32.75
"	Ottawa	20 50	"	Detroit	38.00
"	Prescott	20.50	"	Sault Ste. Marie	46.50
"	Brockville	21.10	"	Port Arthur	59.60
"	Toronto	30.50	"	Duluth	59.60
"	London	35.60	"	St. Paul	59.60

Canadian Pacific Ry	to Newport	14
Boston & Maine Rd	" Scott's	123
Boston & Lowell Rd	" Fabyan's	120
Maine Central Rd	" Glen Station	75
Stage	" Glen House	99

Return same route. R

GREENVILLE, Me. (Moosehead Lake), AND RETURN

ROUTE R 33

Rates as follows:

From	Quebec	$16.00	From	St. Thomas	$32.50
"	Montreal	12.00	"	Niagara Falls	29.25
"	Ottawa	17.00	"	Detroit	34.50
"	Prescott	17.00	"	Sault Ste. Marie	43.00
"	Brockville	17.60	"	Port Arthur	56.10
"	Toronto	27.00	"	Duluth	56.10
"	London	32.10	"	St. Paul	56.10

Canadian Pacific Ry	to Greenville	14

Return same route. R

HA HA BAY AND CHICOUTIMI, P. Q., AND RETURN

ROUTE R 34

Rates as follows:

From	Montreal	$12.00	From	St. Thomas	$32.50
"	Ottawa	17.00	"	Niagara Falls	29.25
"	Prescott	17.00	"	Detroit	34.50
"	Brockville	17.60	"	Sault Ste. Marie	43.00
"	Toronto	27.00	"	Port Arthur	56.10
"	London	32.10	"	Duluth	56.10

From St. Paul.....$56.10

Canadian Pacific Ry	to Quebec	14
Richelieu & Ontario Navigation Co	" Ha Ha Bay and Chicoutimi	90

Return same route. R

HA HA BAY AND CHICOUTIMI, P. Q., AND RETURN

ROUTE R 35 — Rates as follows:

From	Montreal	$13.00	From	St. Thomas	$33.50
"	Ottawa	18.00	"	Niagara Falls	30.25
"	Prescott	18.00	"	Detroit	35.50
"	Brockville	18.60	"	Sault Ste. Marie	44.00
"	Toronto	28.00	"	Port Arthur	57.10
"	London	33.10	"	Duluth	57.10

From St. Paul $57.10

Canadian Pacific Ry	to	Quebec	14
Ferry	"	Levis	33
Intercolonial Ry	"	Riviere du Loup	35
Richelieu & Ontario Navigation Co	"	Ha Ha Bay and Chicoutimi	91

Return same route. R

HA HA BAY AND CHICOUTIMI, P.Q., AND RETURN R W

ROUTE R 36 — Rates same as for Route R 35

Canadian Pacific Ry	to	Quebec	14
Richelieu & Ontario Navigation Co	"	Ha Ha Bay & Chicoutimi	91
Richelieu & Ontario Navigation Co	"	Riviere du Loup	90
Intercolonial Ry	"	Levis	35
Ferry	"	Quebec	33
Canadian Pacific Ry	"	Starting Point	14

HALIFAX, N.S., AND RETURN

ROUTE R 37 — Rates as follows:

From	Quebec	$25.50	From	St. Thomas	$42.00
"	Montreal	21.50	"	Niagara Falls	38.75
"	Ottawa	26.50	"	Detroit	44.00
"	Prescott	26.50	"	Sault Ste. Marie	52.50
"	Brockville	27.10	"	Port Arthur	65.60
"	Toronto	36.50	"	Duluth	65.60
"	London	41.60	"	St. Paul	65.60

Canadian Pacific Ry	to	Vanceboro	14
New Brunswick Ry	"	St. John	59
Intercolonial Ry	"	Halifax	36

Return same route. R

HALIFAX, N.S., AND RETURN R W

ROUTE R 38 — Rates as follows:

From	Quebec	$29.00	From	St. Thomas	$45.50
"	Montreal	25.00	"	Niagara Falls	42.25
"	Ottawa	30.00	"	Detroit	47.50
"	Prescott	30.00	"	Sault Ste. Marie	56.00
"	Brockville	30.60	"	Port Arthur	69.10
"	Toronto	40.00	"	Duluth	69.10
"	London	45.10	"	St. Paul	69.10

Canadian Pacific Ry	to	Vanceboro	14
New Brunswick Ry	"	St. John	59
Intercolonial Ry	"	Halifax	36
Intercolonial Ry	"	Levis	35
Ferry	"	Quebec	33
Canadian Pacific Ry	"	Starting Point	14

HALIFAX, N.S., AND RETURN R W

ROUTE R 39

Rates as follows:

From Quebec	$29.00	From St. Thomas	$45.50
" Montreal	25.00	" Niagara Falls	42.25
" Ottawa	30.00	" Detroit	47.50
" Prescott	30.00	" Sault Ste. Marie	56.00
" Brockville	30.60	" Port Arthur	69.10
" Toronto	40.00	" Duluth	69.10
" London	45.10	" St. Paul	69.10

Canadian Pacific Ry	to Vanceboro	14
New Brunswick Ry	" St. John	59
Intercolonial Ry	" Halifax	36
Windsor & Annapolis Ry	" Annapolis	106
Bay of Fundy S. S. Co	" St. John	65
New Brunswick Ry	" Vanceboro	59
Canadian Pacific Ry	" Starting Point	14

HALIFAX, N.S., AND RETURN

ROUTE R 40

Rates as follows:

From Montreal	$26.00	From St. Thomas	$46.50
" Ottawa	31.00	" Niagara Falls	43.25
" Prescott	31.00	" Detroit	48.50
" Brockville	31.60	" Sault Ste. Marie	57.00
" Toronto	41.00	" Port Arthur	70.10
" London	46.10	" Duluth	70.10

From St. Paul $70.10

Canadian Pacific Ry	to Quebec	14
Quebec S. S. Co	" Pictou	85
Intercolonial Ry	" Halifax	37
Intercolonial Ry	" St. John	36
New Brunswick Ry	" Vanceboro	59
Canadian Pacific Ry	" Starting Point	14

HALIFAX, N.S., AND RETURN R W

ROUTE R 41

Rates as follows:

From Quebec	$25.00	From St. Thomas	$45.50
" Montreal	25.00	" Niagara Falls	42.25
" Ottawa	30.00	" Detroit,	47.50
" Prescott	30.00	" Sault Ste. Marie	56.00
" Brockville	30.60	" Port Arthur	69.10
" Toronto	40.00	" Duluth	69.10
" London	45.10	" St. Paul	69.10

Canadian Pacific Ry	to Vanceboro	14
New Brunswick Ry	" St. John	59
Bay of Fundy Steamship Co	" Annapolis	65
Windsor & Annapolis Ry	" Halifax	106
Intercolonial Ry	" Levis	35
Ferry	" Quebec	33
Canadian Pacific Ry	" Starting Point	14

HALIFAX, N.S., AND RETURN

ROUTE R 42

Rates as follows:

From	Montreal	$34.50	From	St. Thomas	$55.00
"	Ottawa	39.50	"	Niagara Falls	51.75
"	Prescott	39.50	"	Detroit	57.00
"	Brockville	40.10	"	Sault Ste. Marie	65.50
"	Toronto	49.50	"	Port Arthur	78.60
"	London	54.60	"	Duluth	78.60

From St. Paul $78.60

Canadian Pacific Ry	to	Montreal	14
†Black Diamond S.S. Co	"	Pictou	2
Intercolonial Ry	"	Halifax	37
Intercolonial Ry	"	St John	36
New Brunswick Ry	"	Vanceboro	59
Canadian Pacific Ry	"	Starting Point	14

HALIFAX, N.S., AND RETURN R W

ROUTE R 43

Rates as follows:

From	Quebec	$28.85	From	St. Thomas	$49.35
"	Montreal	28.85	"	Niagara Falls	46.10
"	Ottawa	33.85	"	Detroit	51.35
"	Prescott	33.85	"	Sault Ste. Marie	59.85
"	Brockville	34.45	"	Port Arthur	72.95
"	Toronto	43.35	"	Duluth	72.95
"	London	48.95	"	St. Paul	72.95

Canadian Pacific Ry	to	Vanceboro	14
New Brunswick Ry	"	St. John	59
Yarmouth Steamship Co	"	Yarmouth	166
Western Counties Ry	"	Digby	168
Annapolis S.S. Co	"	Annapolis	160
Windsor & Annapolis Ry	"	Halifax	106
Intercolonial Ry	"	Levis	35
Ferry	"	Quebec	33
Canadian Pacific Ry	"	Starting Point	14

HALIFAX, N. S., AND RETURN R W

ROUTE R 44

Rates as follows:

From	Quebec	$29.50	From	St. Thomas	$46.00
"	Montreal	25.50	"	Niagara Falls	42.75
"	Ottawa	30.50	"	Detroit	48.00
"	Prescott	30.50	"	Sault Ste. Marie	56.50
"	Brockville	31.10	"	Port Arthur	69.60
"	Toronto	40.50	"	Duluth	69.60
"	London	45.60	"	St. Paul	69.60

Canadian Pacific Ry	to	Vanceboro	14
New Brunswick Ry	"	St. John	59
Bay of Fundy Steamship Co	"	Annapolis	65
Windsor & Annapolis Ry	"	Halifax	106
Canada Atlantic Steamship Co	"	Boston	162
Boston & Maine Rd	"	Nashua	3
Concord Rd	"	Concord	27
Boston & Lowell Rd	"	Wells River	4
Boston & Maine Rd	"	Newport	71
Canadian Pacific Ry	"	Starting Point	14

† Meals and Berths included.

HALIFAX, N.S., AND RETURN R W

ROUTE R 45 — Rates same as for Route R 44

Canadian Pacific Ry	to	Vanceboro	14
New Brunswick Ry	"	St. John	59
Intercolonial Ry	"	Halifax	36
Canada Atlantic Steamship Co	"	Boston	162
Boston & Maine Rd	"	Nashua	3
Concord Rd	"	Concord	27
Boston & Lowell Rd	"	Wells River	4
Boston & Maine Rd	"	Newport	71
Canadian Pacific Ry	"	Starting Point	14

HALIFAX, N. S., AND RETURN R W

ROUTE R 46 — Rates as follows:

From	Quebec	$28.00	From	St. Thomas	$44.50
"	Montreal	24.00	"	Niagara Falls	41.25
"	Ottawa	29.00	"	Detroit	46.50
"	Prescott	29.00	"	Sault Ste. Marie	55.00
"	Brockville	29.60	"	Port Arthur	68.10
"	Toronto	39.00	"	Duluth	68.10
"	London	44.10	"	St. Paul	68.10

Canadian Pacific Ry	to	Vanceboro	14
New Brunswick Ry	"	St. John	59
Intercolonial Ry	"	Halifax	36
Boston, Halifax & P. E. I. S. S. Line	"	Boston	161
Boston & Maine Rd	"	Nashua	3
Concord Rd	"	Concord	27
Boston & Lowell Rd	"	Wells River	4
Boston & Maine Rd	"	Newport	71
Canadian Pacific Ry	"	Starting Point	14

HALIFAX, N. S., AND RETURN R W

ROUTE R 47 — Rates as follows:

From	Quebec	$32.00	From	St. Thomas	$48.50
"	Montreal	28.00	"	Niagara Falls	45.25
"	Ottawa	33.00	"	Detroit	50.50
"	Prescott	33.00	"	Sault Ste. Marie	59.00
"	Brockville	33.60	"	Port Arthur	72.10
"	Toronto	43.00	"	Duluth	72.10
"	London	48.10	"	St. Paul	72.10

Canadian Pacific Ry	to	Vanceboro	14
New Brunswick Ry	"	St. John	59
Intercolonial Ry	"	Halifax	36
Windsor & Annapolis Ry	"	Annapolis	106
Bay of Fundy Steamship Co	"	St. John	65
International Steamship Co	"	Portland	40
Maine Central Rd	"	Fabyan's	77
Boston & Lowell Rd	"	Scott's	120
Boston & Maine Rd	"	Newport	123
Canadian Pacific Ry	"	Starting Point	14

HALIFAX, N.S., AND RETURN

ROUTE R 48 — R W

Rates as follows:

From	Quebec	$29.50	From	St. Thomas	50.00
"	Montreal	29.50	"	Niagara Falls	46.75
"	Ottawa	34.50	"	Detroit	52.00
"	Prescott	34.50	"	Sault Ste. Marie	60.50
"	Brockville	35.10	"	Port Arthur	73.60
"	Toronto	44.50	"	Duluth	73.60
"	London	49.60	"	St. Paul	73.60

Canadian Pacific Ry	to Newport	14
Boston & Maine Rd	" Wells River	71
Boston & Lowell Rd	" Concord	4
Concord Rd	" Nashua	27
Boston & Maine Rd	" Boston	3
International S. S. Co	" St. John	39
Intercolonial Ry	" Halifax	36
Intercolonial Ry	" Levis	35
Ferry	" Quebec	33
Canadian Pacific Ry	" Starting Point	14

HALIFAX, N.S., AND RETURN

ROUTE R 49 — R W

Rates as follows:

From	Quebec	$29.00	From	St. Thomas	$49.50
"	Montreal	29.00	"	Niagara Falls	46.25
"	Ottawa	34.00	"	Detroit	51.50
"	Prescott	34.00	"	Sault Ste. Marie	60.00
"	Brockville	34.60	"	Port Arthur	73.10
"	Toronto	44.00	"	Duluth	73.10
"	London	49.10	"	St. Paul	73.10

Canadian Pacific Ry	to Newport	14
Boston & Maine Rd	" Wells River	71
Boston & Lowell Rd	" Concord	4
Concord Rd	" Nashua	27
Boston & Maine Rd	" Boston	3
International S. S. Co	" Annapolis	104
Windsor & Annapolis Ry	" Halifax	106
Intercolonial Ry	" Levis	35
Ferry	" Quebec	33
Canadian Pacific Ry	" Starting Point	14

HALIFAX, N.S., AND RETURN

ROUTE R 50 — R W

Rates as follows:

From	Quebec	$28.00	From	St. Thomas	$18.50
"	Montreal	28.00	"	Niagara Falls	15.25
"	Ottawa	33.00	"	Detroit	50.50
"	Prescott	33.00	"	Sault Ste. Marie	59.00
"	Brockville	33.60	"	Port Arthur	72.10
"	Toronto	43.00	"	Duluth	72.10
"	London	48.10	"	St. Paul	72.10

Canadian Pacific Ry	to Newport	14
Boston & Maine Rd	" Scott's	123
Boston & Lowell Rd	" Fabyan's	120
Maine Central Rd	" Portland	77
International Steamship Co	" St. John	40
Bay of Fundy Steamship Co	" Annapolis	65
Windsor & Annapolis Ry	" Halifax	106
Intercolonial Ry	" Levis	35
Ferry	" Quebec	33
Canadian Pacific Ry	" Starting Point	14

HALIFAX, N. S., AND RETURN

ROUTE R 51 — Rates as follows:

From	Montreal	$21.50	From	St. Thomas	$42.00
"	Ottawa	26.50	"	Niagara Falls	38.75
"	Prescott	26.50	"	Detroit	44.00
"	Brockville	27.10	"	Sault Ste. Marie	52.50
"	Toronto	36.50	"	Port Arthur	65.60
"	London	41.60	"	Duluth	65.60

From St. Paul $65.60

Canadian Pacific Ry	to	Quebec	14
Ferry	"	Levis	33
Intercolonial Ry	"	Halifax	35

Return same route. R

HALIFAX, N. S., AND RETURN

ROUTE R 52 — Rates as follows:

From	Montreal	$22.10	From	St. Thomas	$42.60
"	Ottawa	27.10	"	Niagara Falls	39.35
"	Prescott	27.10	"	Detroit	44.60
"	Brockville	27.70	"	Sault Ste. Marie	53.10
"	Toronto	37.10	"	Port Arthur	66.20
"	London	42.20	"	Duluth	66.20

From St. Paul $66.20

Canadian Pacific Ry	to	Quebec	14
Quebec Steamship Co	"	Pictou	85
Intercolonial Ry	"	Halifax	37

Return same route. R

HALIFAX, N.S., AND RETURN

ROUTE R 53 — Rates as follows:

From	Montreal	$34.50	From	St. Thomas	$55.00
"	Ottawa	39.50	"	Niagara Falls	51.75
"	Prescott	39.50	"	Detroit	57.00
"	Brockville	40.10	"	Sault Ste. Marie	65.50
"	Toronto	49.50	"	Port Arthur	78.60
"	London	54.60	"	Duluth	78.60

From St. Paul $78.60

Canadian Pacific Ry	to	Montreal	14
†Black Diamond Line	"	Pictou	2
Intercolonial Ry	"	Halifax	37
Intercolonial Ry	"	Levis	35
Ferry	"	Quebec	33
Canadian Pacific Ry	"	Starting Point	14

†Meals and Berths included.

HALIFAX, N.S., AND RETURN R W

ROUTE R 54 Rates as follows:

From	Montreal	$28.50	From	St. Thomas	$49.00
"	Ottawa	33.50	"	Niagara Falls	45.75
"	Prescott	33.50	"	Detroit	51.00
"	Brockville	34.10	"	Sault Ste. Marie	59.50
"	Toronto	43.50	"	Port Arthur	72.60
"	London	48.60	'	Duluth	72.60

From St. Paul $72.60

Canadian Pacific Ry	to	Quebec	14
Ferry	"	Levis	33
Intercolonial Ry	"	St. John	35
Bay of Fundy S.S. Co	"	Annapolis	65
Windsor & Annapolis Ry	"	Halifax	106
Intercolonial Ry	"	Levis	35
Ferry	"	Quebec	33
Canadian Pacific Ry	"	Starting Point	14

HALIFAX, N.S., AND RETURN

ROUTE R 55 Rates as follows:

From	Montreal	$26.00	From	St. Thomas	$46.50
"	Ottawa	31.00	"	Niagara Falls	43.25
"	Prescott	31.00	"	Detroit	48.50
"	Brockville	31.60	"	Sault Ste. Marie	57.00
"	Toronto	41.00	"	Port Arthur	70.10
"	London	46.10	"	Duluth	70.10

From St. Paul $70.10

Canadian Pacific Ry	to	Quebec	14
Quebec Steamship Co	"	Pictou	85
Intercolonial Ry	"	Halifax	37
Intercolonial Ry	"	Levis	35
Ferry	"	Quebec	33
Canadian Pacific Ry	"	Starting Point	14

HALIFAX, N. S., AND RETURN R W

ROUTE R 56 Rates as follows:

From	Quebec	$34.65	From	St. Thomas	$51.15
"	Montreal	30.65	"	Niagara Falls	47.90
"	Ottawa	35.65	"	Detroit	53.15
"	Prescott	35.65	"	Sault Ste. Marie	61 65
"	Brockville	36.25	"	Port Arthur	74 75
"	Toronto	45.65	"	Duluth	74.75
"	London	50.75	"	St. Paul	74.75

Canadian Pacific Ry	to	Vanceboro
New Brunswick Ry	"	St. John
Intercolonial Ry	"	Halifax
Windsor & Annapolis Ry	"	Annapolis
Annapolis Steam Packet Co	"	Digby
Western Counties Ry	"	Yarmouth
Yarmouth Steamship Co	"	Boston
Boston & Maine Rd	"	Nashua
Concord Rd	"	Concord
Boston & Lowell Rd	"	Wells River
Boston & Maine Rd	"	Newport
Canadian Pacific Ry	"	Starting Point

LAKE MEMPHREMAGOG AND RETURN R W

ROUTE R 57 Rates as follows:

From	Montreal	$ 5.00	From	St. Thomas	$25.50
"	Ottawa	10.00	"	Niagara Falls	22.25
"	Prescott	10.00	"	Detroit	27.50
"	Brockville	10.60	"	Sault Ste. Marie	36.00
"	Toronto	20.00	"	Port Arthur	49.10
"	London	25.10	"	Duluth	49.10

From St. Paul $49.10

Canadian Pacific Ry	to	Magog	14
Steamer	"	Newport	164
Canadian Pacific Ry	"	Starting Point	14

LAKE ST. JOHN AND RETURN

ROUTE R 58 Rates as follows:

From	Montreal	$12.50	From	St. Thomas	$33.00
"	Ottawa	17.50	"	Niagara Falls	29.75
"	Prescott	17.50	"	Detroit	35.00
"	Brockville	18.10	"	Sault Ste. Marie	43.50
"	Toronto	27.50	"	Port Arthur	56.60
"	London	32.60	"	Duluth	56.60

From St. Paul $56.60

Canadian Pacific Ry	to	Quebec	14
Quebec & Lake St. John Ry	"	Lake St. John	117

Return same route. R

MOUNT KINEO HOUSE, Me. (Moosehead Lake), AND RETURN

ROUTE R 59 Rates as follows:

From	Quebec	$16.00	From	St. Thomas	$32.50
"	Montreal	12.00	"	Niagara Falls	29.25
"	Ottawa	17.00	"	Detroit	34.50
"	Prescott	17.00	"	Sault Ste. Marie	43.00
"	Brockville	17.60	"	Port Arthur	56.10
"	Toronto	27.00	"	Duluth	56.10
"	London	32.10	"	St. Paul	56.10

Canadian Pacific Ry	to	Greenville	14
Steamer	"	Mount Kineo House	165

Return same route. R

MOUNT WASHINGTON (Summit of) AND RETURN

ROUTE R 60

Rates as follows:

From	Quebec	$24.75	From	St. Thomas	$41.25
"	Montreal	20.75	"	Niagara Falls	38.00
"	Ottawa	25.75	"	Detroit	43.25
"	Prescott	25.75	"	Sault Ste. Marie	51.75
"	Brockville	26.35	"	Port Arthur	64.85
"	Toronto	35.75	"	Duluth	64.85
"	London	40.85	"	St. Paul	64.85

Canadian Pacific Ry	to Newport	14
Boston & Maine Rd	" Scott's	123
Boston & Lowell Rd	" Fabyan's	120
Boston & Lowell Rd	" Base of Mt. Washington	6
Mount Washington Ry	" Summit	55
Stage	" Glen House	100
Stage	" Glen Station	99
Maine Central Rd	" Fabyan's	75
Boston & Lowell Rd	" Scott's	120
Boston & Maine Rd	" Newport	70
Canadian Pacific Ry	" Starting Point	14

MURRAY BAY, P.Q., AND RETURN

ROUTE R 61

Rates as follows:

From	Montreal	$ 8.00	From	St. Thomas	$28.50
"	Ottawa	13.00	"	Niagara Falls	25.25
"	Prescott	13.00	"	Detroit	30.50
"	Brockville	13.60	"	Sault Ste. Marie	39.00
"	Toronto	23.00	"	Port Arthur	52.10
"	London	28.10	"	Duluth	52.10

From St. Paul $52.10

Canadian Pacific Ry	to Quebec	14
Richelieu & Ontario Navigation Co	" Murray Bay	90

Return same route. R

NEWPORT, Vt., AND RETURN

R W

ROUTE R 62

Rates as follows:

From	Quebec	$ 8.80	From	St. Thomas	$29.30
"	Montreal	8.80	"	Niagara Falls	26.05
"	Ottawa	13.80	"	Detroit	31.30
"	Prescott	13.80	"	Sault Ste. Marie	39.80
"	Brockville	14.40	"	Port Arthur	52.90
"	Toronto	23.80	"	Duluth	52.90
"	London	28.90	"	St. Paul	52.90

Canadian Pacific Ry	to Quebec	14
Ferry	" Levis	33
Quebec Central Ry	" Sherbrooke	84
Boston & Maine Rd	" Newport	69
Canadian Pacific Ry	" Starting Point	14

NEWPORT, Vt., AND RETURN

ROUTE R 63 — Rates as follows:

From	Montreal	$ 5.00	From	St. Thomas	$25.50
"	Ottawa	10.00	"	Niagara Falls	22.25
"	Prescott	10.00	"	Detroit	27.50
"	Brockville	10.60	"	Sault Ste. Marie	36.00
"	Toronto	20.00	"	Port Arthur	49.10
"	London	25.10	"	Duluth	49.10

From St. Paul $49.10

Canadian Pacific Ry ..... to Newport 14

Return same route. R

NEWPORT, Vt., AND RETURN

ROUTE R 64 — Rates same as for Route R 63

Canadian Pacific Ry ..... to Magog 14
Steamer ..... " Newport 164

Return same route. R

NEW YORK AND RETURN R W

ROUTE R 65 — Rates as follows:

From	Quebec	$35.00	From	London	$35.10
"	Montreal	30.00	"	St. Thomas	35.50
"	Ottawa	30.00	"	Sault Ste. Marie	46.00
"	Prescott	30.00	"	Port Arthur	58.10
"	Brockville	30.00	"	Duluth	58.10
"	Toronto	30.00	"	St. Paul	58.10

Canadian Pacific Ry ..... to Toronto 14
Niagara Navigation Co ..... " Lewiston Wharf 62
New York Central & Hudson River Rd ..... " New York 167
Fall River Line ..... " Fall River 138
Old Colony Rd ..... " Boston 133
Boston & Maine Rd ..... " Nashua 3
Concord Rd ..... " Concord 27
Boston & Lowell Rd ..... " Wells River 4
Boston & Maine Rd ..... " Newport 71
Canadian Pacific Ry ..... " Starting Point 14

NEW YORK AND RETURN

ROUTE R 66 — Rates as follows:

From	Sault Ste. Marie	$33.75	From	Duluth	$53.10
"	Port Arthur	50.75	"	St. Paul	53.10

Canadian Pacific Ry ..... to Montreal .....
Grand Trunk Ry ..... " Rouses Point .....
Delaware & Hudson R R ..... " Troy .....
New York Central & Hudson River Rd ... " New York .....

Return same route.

NEW YORK AND RETURN

ROUTE R 67

Rates same as for Route R 66.

Canadian Pacific Ry	to Montreal
Grand Trunk Ry	" Rouses Point
Delaware & Hudson Rd	" Plattsburg
Champlain Transportation Co.	" Fort Ticonderoga
Delaware & Hudson Rd	" Troy
New York Central & Hudson River Rd	" New York

Return same route.

NEW YORK AND RETURN

ROUTE R 68

Rates as follows:

From Sault Ste. Marie	$38.75	From Duluth	$55.10
" Port Arthur	50.75	" St. Paul	55.10

Canadian Pacific Ry	to Montreal
Grand Trunk Ry	" Rouses Point
Delaware & Hudson Rd	" Plattsburg
Champlain Transportation Co.	" Fort Ticonderoga
Delaware & Hudson Rd	" Baldwin
Lake George Steamboat Co.	" Caldwell
Delaware & Hudson Rd	" Troy
New York Central & Hudson River Rd	" New York

NORTH CONWAY, N. H., AND RETURN

ROUTE R 69

Rates as follows:

From Quebec	$14.50	From St. Thomas	$31.00
" Montreal	10.50	" Niagara Falls	27.75
" Ottawa	15.50	" Detroit	33.00
" Prescott	15.50	" Sault Ste. Marie	41.50
" Brockville	16.10	" Port Arthur	54.60
" Toronto	25.50	" Duluth	54.60
" London	30.60	" St. Paul	54.60

Canadian Pacific Ry	to Newport 14
Boston & Maine Rd	" Scott's 123
Boston & Lowell Rd	" Fabyan's 120
Maine Central Rd	" North Conway 76

Return same route. R

OLD ORCHARD BEACH, Me., AND RETURN

ROUTE R 70

Rates as follows:

From Quebec	$15.00	From St. Thomas	$31.50
" Montreal	11.00	" Niagara Falls	28.25
" Ottawa	16.00	" Detroit	33.50
" Prescott	16.00	" Sault Ste. Marie	42.00
" Brockville	16.60	" Port Arthur	55.10
" Toronto	26.00	" Duluth	55.10
" London	31.10	" St. Paul	55.10

Canadian Pacific Ry	to Newport 14
Boston & Maine Rd	" Scott's 123
Boston & Lowell Rd	" Fabyan's 120
Maine Central Rd	" Portland 77
Boston & Maine Rd	" Old Orchard Beach 11

Return same route. R

OLD ORCHARD BEACH, Me., AND RETURN R W

ROUTE R 71 Rates as follows:

From	Quebec	$14.80	From	St. Thomas	$35.30
"	Montreal	14.80	"	Niagara Falls	32.05
"	Ottawa	19.80	"	Detroit	37.30
"	Prescott	19.80	"	Sault Ste. Marie	45.80
"	Brockville	20.40	"	Port Arthur	58.90
"	Toronto	29.80	"	Duluth	58.90
"	London	34.90	"	St. Paul	58.90

Canadian Pacific Ry	to Quebec	14
Ferry	" Levis	33
Quebec Central Ry	" Sherbrooke	84
Boston & Maine Rd	" Scott's	123
Boston & Lowell Rd	" Fabyan's	120
Maine Central Rd	" Portland	77
Boston & Maine Rd	" Old Orchard Beach	11
Boston & Maine Rd	" Portland	11
Maine Central Rd	" Fabyan's	77
Boston & Lowell Rd	" Scott's	120
Boston & Maine Rd	" Newport	70
Canadian Pacific Ry	" Starting Point	14

OLD ORCHARD BEACH, Me., AND RETURN R W

ROUTE R 72 Rates as follows:

From	Quebec	$25.00	From	St. Thomas	$41.50
"	Montreal	21.00	"	Niagara Falls	38.25
"	Ottawa	26.00	"	Detroit	43.50
"	Prescott	26.00	"	Sault Ste. Marie	52.00
"	Brockville	26.60	"	Port Arthur	65.10
"	Toronto	36.00	"	Duluth	65.10
"	London	41.10	"	St. Paul	65.10

Canadian Pacific Ry	to Greenville	14
Bangor & Piscataquis Rd	" Oldtown	158
Maine Central Rd	" Portland	124
Boston & Maine Rd	" Old Orchard Beach	11
Boston & Maine Rd	" Portland	11
Maine Central Rd	" Fabyan's	77
Boston & Lowell Rd	" Scott's	120
Boston & Maine Rd	" Newport	123
Canadian Pacific Ry	" Starting Point	14

PERCE, Que., AND RETURN

ROUTE R 73 Rates as follows:

From	Montreal	$17.75	From	St. Thomas	$38.25
"	Ottawa	22.75	"	Niagara Falls	35.00
"	Prescott	22.75	"	Detroit	40.25
"	Brockville	23.35	"	Sault Ste. Marie	48.75
"	Toronto	32.75	"	Port Arthur	61.85
"	London	37.85	"	Duluth	61.85

From St. Paul $61.85

Canadian Pacific Ry	to Quebec	14
Quebec Steamship Co	" Perce	85

Return same route. R

PICTOU, N. S., AND RETURN

ROUTE R 74

Rates as follows:

From Quebec	$25.50	From St. Thomas	$42.00
" Montreal	21.50	" Niagara Falls	38.75
" Ottawa	26.50	" Detroit	44.00
" Prescott	26.50	" Sault Ste. Marie	52.50
" Brockville	27.10	" Port Arthur	65.60
" Toronto	36.50	" Duluth	65.60
" London	41.60	" St. Paul	65.60

Canadian Pacific Ry ..... to Vanceboro 14
New Brunswick Ry ..... " St. John 59
Intercolonial Ry ..... " Pictou 169

Return same route.

R

PICTOU, N. S., AND RETURN

R W

ROUTE R 75

Rates as follows:

From Quebec	$25.00	From St. Thomas	$45.50
" Montreal	25.00	" Niagara Falls	42.25
" Ottawa	30.00	" Detroit	47.50
" Prescott	30.00	" Sault Ste. Marie	56.00
" Brockville	30.60	" Port Arthur	69.10
" Toronto	40.00	" Duluth	69.10
" London	45.10	" St. Paul	69.10

Canadian Pacific Ry ..... to Vanceboro 14
New Brunswick Ry ..... " St. John 59
Intercolonial Ry ..... " Pictou 169
Intercolonial Ry ..... " Levis 35
Ferry ..... " Quebec 33
Canadian Pacific Ry ..... " Starting Point 14

PICTOU, N. S., AND RETURN

R W

ROUTE R 76

Rates as follows:

From Quebec	$26.00	From St. Thomas	$46.50
" Montreal	26.00	" Niagara Falls	43.25
" Ottawa	31.00	" Detroit	48.50
" Prescott	31.00	" Sault Ste. Marie	57.00
" Brockville	31.60	" Port Arthur	70.10
" Toronto	41.00	" Duluth	70.10
" London	46.10	" St. Paul	70.10

Canadian Pacific Ry ..... to Quebec 14
Quebec Steamship Co ..... " Pictou 85
Intercolonial Ry ..... " St. John 169
New Brunswick Ry ..... " Vanceboro 59
Canadian Pacific Ry ..... " Starting Point 14

PICTOU, N. S., AND RETURN

ROUTE R 77 — Rates as follows:

From	Montreal	$20.75	From	St. Thomas	$41.25
"	Ottawa	25.75	"	Niagara Falls	38.00
"	Prescott	25.75	"	Detroit	43.25
"	Brockville	26.35	"	Sault Ste Marie	51.75
"	Toronto	35.75	"	Port Arthur	64.85
"	London	40.85	"	Duluth	64.85

From St. Paul $64.85

Canadian Pacific Ry	to Quebec	14
Quebec Steamship Co.	" Pictou	85

Return same route. R

PICTOU, N. S., AND RETURN

ROUTE R 78 — Rates as follows:

From	Montreal	$21.50	From	St. Thomas	$42.00
"	Ottawa	26.50	"	Niagara Falls	38.75
"	Prescott	26.50	"	Detroit	44.00
"	Brockville	27.10	"	Sault Ste Marie	52.50
"	Toronto	36.50	"	Port Arthur	65.60
"	London	41.60	"	Duluth	65.60

From St. Paul $65.60

Canadian Pacific Ry	to Quebec	14
Ferry	" Levis	33
Intercolonial Ry	" Pictou	35

Return same route. R

PLYMOUTH, N. H., AND RETURN

ROUTE R 79 — Rates as follows:

From	Montreal	$12.00	From	St. Thomas	$32.50
"	Ottawa	17.00	"	Niagara Falls	29.25
"	Prescott	17.00	"	Detroit	34.50
"	Brockville	17.60	"	Sault Ste. Marie	43.00
"	Toronto	27.00	"	Port Arthur	56.10
"	London	32.10	"	Duluth	56.10

From St. Paul $56.10

Canadian Pacific Ry	to Newport	14
Boston & Maine Rd	" Wells River	71
Boston & Lowell Rd	" Plymouth	122

Return same route. R

PORTLAND, Me., AND RETURN R W

ROUTE R 80

Rates as follows:

From	Quebec	$24.00	From	St. Thomas	$44.50
"	Montreal	24.00	"	Niagara Falls	41.25
"	Ottawa	29.00	"	Detroit	46.50
"	Prescott	29.00	"	Sault Ste. Marie	55.00
"	Brockville	29.60	"	Port Arthur	68.00
"	Toronto	39.00	"	Duluth	68.00
"	London	44.10	"	St. Paul	68.00

Canadian Pacific Ry	to	Quebec	14
Ferry	"	Levis	33
Quebec Central Rd	"	Sherbrooke	84
Canadian Pacific Ry	"	Greenville	14
Bangor & Piscataquis Rd	"	Oldtown	158
Maine Central Rd	"	Portland	124
Maine Central Rd	"	Fabyan's	77
Boston & Lowell Rd	"	Scott's	120
Boston & Maine Rd	"	Newport	123
Canadian Pacific Ry	"	Starting Point	14

PORTLAND, Me., AND RETURN R W

ROUTE R 81

Rates as follows:

From	Quebec	$25.00	From	St. Thomas	$41.50
"	Montreal	21.00	"	Niagara Falls	38.25
"	Ottawa	26.00	"	Detroit	43.50
"	Prescott	26.00	"	Sault Ste. Marie	52.00
"	Brockville	26.60	"	Port Arthur	65.10
"	Toronto	36.00	"	Duluth	65.10
"	London	41.10	"	St. Paul	65.10

Canadian Pacific Ry	to	Greenville	14
Bangor & Piscataquis Rd	"	Oldtown	158
Maine Central Rd	"	Portland	124
Maine Central Rd	"	Fabyan's	77
Boston & Lowell Rd	"	Scott's	120
Boston & Maine Rd	"	Newport	123
Canadian Pacific Ry	"	Starting Point	14

PORTLAND, Me., AND RETURN

ROUTE R 82

Rates as follows:

From	Quebec	$14.50	From	St. Thomas	$31.00
"	Montreal	10.50	"	Niagara Falls	27.75
"	Ottawa	15.50	"	Detroit	33.00
"	Prescott	15.50	"	Sault Ste. Marie	41.50
"	Brockville	16.10	"	Port Arthur	54.60
"	Toronto	25.50	"	Duluth	54.60
"	London	30.60	"	St. Paul	54.60

Canadian Pacific Ry	to	Newport	14
Boston & Maine Rd	"	Scott's	123
Boston & Lowell Rd	"	Fabyan's	120
Maine Central Rd	"	Portland	77

Return same route. R

PROFILE HOUSE, N. H., AND RETURN R W

ROUTE R 83

Rates as follows:

From Quebec	$15.75	From St. Thomas	$36.25
" Montreal	15.75	" Niagara Falls	33.00
" Ottawa	20.75	" Detroit	38.25
" Prescott	20.75	" Sault Ste. Marie	46.75
" Brockville	21.35	" Port Arthur	59.85
" Toronto	30.75	" Duluth	59.85
" London	35.85	" St. Paul	59.85

Canadian Pacific Ry	to Quebec	14
Ferry	" Levis	33
Quebec Central Ry	" Sherbrooke	84
Boston & Maine Rd	" Scott's	123
Boston & Lowell Rd	" Bethlehelm Junction	121
Profile House & Franconia Notch Rd	" Profile House	83
Profile House & Franconia Notch Rd	" Bethlehem Junction	83
Boston & Lowell Rd	" Scott's	121
Boston & Maine Rd	" Newport	123
Canadian Pacific Ry	" Starting Point	14

PROFILE HOUSE, N. H., AND RETURN

ROUTE R 84

Rates as follows:

From Quebec	$15.95	From St. Thomas	$32.45
" Montreal	11.95	" Niagara Falls	29.20
" Ottawa	16.95	" Detroit	34.45
" Prescott	16.95	" Sault Ste. Marie	42.95
" Brockville	17.55	" Port Arthur	56.05
" Toronto	26.95	" Duluth	56.05
" London	32.05	" St. Paul	56.00

Canadian Pacific Ry	to Newport	14
Boston & Maine Rd	" Scott's	123
Boston & Lowell Rd	" Bethlehem Junction	121
Profile House & Franconia Notch Rd	" Profile House	83

Return same route. R

RICHIBUCTO, N.B., AND RETURN

ROUTE R 85

Rates as follows:

From Montreal	$20.50	From St. Thomas	$41.00
" Ottawa	25.50	" Niagara Falls	37.75
" Prescott	25.50	" Detroit	43.00
" Brockville	26.10	" Sault Ste. Marie	51.50
" Toronto	35.50	" Port Arthur	64.60
" London	40.60	" Duluth	64.60

From St. Paul $64.60

Canadian Pacific Ry	to Quebec	14
Ferry	" Levis	33
Intercolonial Ry	" Kent Junction	35
Kent Northern Ry	" Richibucto	126

Return same route. R

RIVIERE DU LOUP, P.Q., AND RETURN

ROUTE R 86

Rates as follows:

From Montreal	$ 8.00	From St. Thomas	$28.50
" Ottawa	13.00	" Niagara Falls	25.25
" Prescott	13.00	" Detroit	30.50
" Brockville	13.60	" Sault Ste. Marie	39.00
" Toronto	23.00	" Port Arthur	52.10
" London	28.10	" Duluth	52.10

From St. Paul $52.10

Canadian Pacific Ry	to Quebec	14
Ferry	" Levis	33
Intercolonial Ry	" Riviere du Loup	35

Return same route. R

RIVIERE DU LOUP, P.Q., AND RETURN

ROUTE R 87

Rates same as for Route R 86

Canadian Pacific Ry	to Quebec	14
Richelieu & Ontario Navigation Co	" Riviere du Loup	90

Return same route. R

RIVIERE DU LOUP, P.Q., AND RETURN R W

ROUTE R 88

Rates as follows:

From Montreal	$ 8.50	From St. Thomas	$29.00
" Ottawa	13.50	" Niagara Falls	25.75
" Prescott	13.50	" Detroit	31.00
" Brockville	14.10	" Sault Ste. Marie	39.50
" Toronto	23.50	" Port Arthur	52.60
" London	28.60	" Duluth	52.60

From St. Paul $52.60

Canadian Pacific Ry	to Quebec	13
Ferry	" Levis	34
Intercolonial Ry	" Riviere du Loup	35
Richelieu & Ontario Navigation Co	" Quebec	91
Canadian Pacific Ry	" Starting Point	14

ST. ANDREWS, N. B., AND RETURN

ROUTE R 89

Rates as follows:

From Quebec	$19.00	From St. Thomas	$35.50
" Montreal	15.00	" Niagara Falls	32.25
" Ottawa	20.00	" Detroit	37.50
" Prescott	20.00	" Sault Ste. Marie	46.00
" Brockville	20.60	" Port Arthur	59.10
" Toronto	30.00	" Duluth	59.10
" London	35.10	" St. Paul	59.10

Canadian Pacific Ry	to Vanceboro	14
New Brunswick Ry	" St. Andrews	159

Return same route. R

ST. ANDREWS, N. B., AND RETURN R W

ROUTE R 90 Rates as follows :

From	Quebec	$27.00	From	St. Thomas	$43.50
"	Montreal	23.00	"	Niagara Falls	40.25
"	Ottawa	28.00	"	Detroit	45.50
"	Prescott	28.00	"	Sault Ste. Marie	54.00
"	Brockville	28.60	"	Port Arthur	67.10
"	Toronto	38.00	"	Duluth	67.10
"	London	43.10	"	St. Paul	67.10

Canadian Pacific Ry	to	Vanceboro	14
New Brunswick Ry	"	St. Andrews	159
Frontier Steamboat Co	"	Eastport	163
International Steamship Co	"	Portland	125
Maine Central Rd	"	Fabyan's	77
Boston & Lowell Rd	"	Scott's	120
Boston & Maine Rd	"	Newport	123
Canadian Pacific Ry	"	Starting Point	14

ST. ANDREWS, N. B., AND RETURN R W

ROUTE R 91 Rates as follows :

From	Quebec	$28.00	From	St. Thomas	$44.50
"	Montreal	24.00	"	Niagara	41.25
"	Ottawa	29.00	"	Detroit	46.50
"	Prescott	29.00	"	Sault Ste. Marie	55.00
"	Brockville	29.60	"	Port Arthur	68.10
"	Toronto	39.00	"	Duluth	68 10
"	London	44.10	"	St. Paul	68.10

Canadian Pacific Ry	to	Vanceboro	14
New Brunswick Ry	"	St. Andrews	159
Frontier Steamboat Co	"	Eastport	163
International Steamship Co	"	Boston	125
Boston & Maine Rd	"	Nashua	3
Concord Rd	"	Concord	27
Boston & Lowell Rd	"	Wells River	4
Boston & Maine Rd	"	Newport	71
Canadian Pacific Ry	"	Starting Point	14

ST. JOHN, N.B., AND RETURN

ROUTE R 92 Rates as follows :

From	Quebec	$23.00	From	St. Thomas	$39.50
"	Montreal	19.00	"	Niagara Falls	34.50
"	Ottawa	24.00	"	Detroit	41.50
"	Prescott	24.00	"	Sault Ste. Marie	50.00
"	Brockville	24.60	"	Port Arthur	63.10
"	Toronto	34.00	"	Duluth	63.10
"	London	39.10	"	St. Paul	63.10

Canadian Pacific Ry	to	Vanceboro	14
New Brunswick Ry	"	St. John	59

Return same route. R

ST. JOHN, N.B., AND RETURN

R W

ROUTE R 93

Rates as follows:

From	Quebec	$23.00	From	St. Thomas	$43.50
"	Montreal	23.00	"	Niagara Falls	40.25
"	Ottawa	28.00	"	Detroit	45.50
"	Prescott	28.00	"	Sault Ste. Marie	54.00
"	Brockville	28.60	"	Port Arthur	67.10
"	Toronto	38.00	"	Duluth	67.10
"	London	43.10	"	St. Paul	67.10

Canadian Pacific Ry	to	Vanceboro	14
New Brunswick Ry	"	St. John	59
Intercolonial Ry	"	Levis	35
Ferry	"	Quebec	33
Canadian Pacific Ry	"	Starting Point	14

ST. JOHN, N.B., AND RETURN

R W

ROUTE R 94

Rates as follows:

From	Quebec	$25.00	From	St. Thomas	$41.50
"	Montreal	21.00	"	Niagara Falls	38.25
"	Ottawa	26.00	"	Detroit	43.50
"	Prescott	26.00	"	Sault Ste. Marie	52.00
"	Brockville	26.60	"	Port Arthur	65.10
"	Toronto	36.00	"	Duluth	65.10
"	London	41.10	"	St. Paul	65.10

Canadian Pacific Ry	to	Vanceboro	14
New Brunswick Ry	"	St. Andrews	159
Frontier Steamboat Co	"	Eastport	163
International Steamship Co	"	St. John	125
New Brunswick Ry	"	Vanceboro	59
Canadian Pacific Ry	"	Starting Point	14

ST. JOHN, N. B., AND RETURN

R W

ROUTE R 95

Rates as follows:

From	Quebec	$29.50	From	St. Thomas	$46.00
"	Montreal	25.50	"	Niagara Falls	42.75
"	Ottawa	30.50	"	Detroit	48.00
"	Prescott	30.50	"	Sault Ste. Marie	56.50
"	Brockville	31.10	"	Port Arthur	69.60
"	Toronto	40.50	"	Duluth	69.60
"	London	45.60	"	St. Paul	69.60

Canadian Pacific Ry	to	Vanceboro	14
New Brunswick Ry	"	St. John	59
New Brunswick Ry	"	Vanceboro	59
Maine Central Rd	"	Fabyan's	124
Boston & Lowell Rd	"	Scott's	120
Boston & Maine Rd	"	Newport	123
Canadian Pacific Ry	"	Starting Point	14

ST. JOHN, N. B., AND RETURN R W

ROUTE R 96 Rates as follows:

From	Quebec	$27.00	From	St. Thomas	$43.50
"	Montreal	23.00	"	Niagara Falls	40.25
"	Ottawa	28.00	"	Detroit	45.50
"	Prescott	28.00	"	Sault Ste. Marie	54.00
"	Brockville	28.50	"	Port Arthur	67.10
"	Toronto	38.00	"	Duluth	67.10
"	London	43.10	"	St. Paul	67.10

Canadian Pacific Ry	to	Vanceboro	14
New Brunswick Ry	"	St. John	59
International Steamship Co.	"	Portland	40
Maine Central Rd	"	Fabyan's	77
Boston & Lowell Rd	"	Scott's	120
Boston & Maine Rd	"	Newport	123
Canadian Pacific Ry	"	Starting Point	14

ST. JOHN, N. B., AND RETURN R W

ROUTE R 97 Rates as follows:

From	Quebec	$28.00	From	St. Thomas	$44.50
"	Montreal	24.00	"	Niagara Falls	41.25
"	Ottawa	29.00	"	Detroit	46.50
"	Prescott	29.00	"	Sault Ste. Marie	55.00
"	Brockville	29.60	"	Port Arthur	68.10
"	Toronto	39.00	"	Duluth	68.10
"	London	44.10	"	St. Paul	68.10

Canadian Pacific Ry	to	Vanceboro	14
New Brunswick Ry	"	St. John	59
International Steamship Co.	"	Boston	39
Boston & Maine Rd	"	Nashua	3
Concord Rd	"	Concord	27
Boston & Lowell Rd	"	Wells River	4
Boston & Maine Rd	"	Newport	71
Canadian Pacific Ry	"	Starting Point	14

ST. JOHN, N.B., AND RETURN R W

ROUTE R 98 Rates as follows:

From	Quebec	$25.50	From	St. Thomas	$46.00
"	Montreal	25.50	"	Niagara Falls	42.75
"	Ottawa	30.50	"	Detroit	48.00
"	Prescott	30.50	"	Sault Ste. Marie	56.50
"	Brockville	31.10	"	Port Arthur	69.60
"	Toronto	40.50	"	Duluth	69.60
"	London	45.60	"	St. Paul	69.60

Canadian Pacific Ry	to	Newport	14
Boston & Maine Rd	"	Scott's	123
Boston & Lowell Rd	"	Fabyan's	120
Maine Central Rd	"	Vanceboro'	124
New Brunswick Ry	"	St. John	59
Intercolonial Ry	"	Levis	35
Ferry	"	Quebec	33
Canadian Pacific Ry	"	Starting Point	14

ST. JOHN, N.B., AND RETURN R W

ROUTE R 99 Rates as follows:

From	Quebec	$24.00	From	St. Thomas	$44.50
"	Montreal	24.00	"	Niagara Falls	41.25
"	Ottawa	29.00	"	Detroit	46.50
"	Prescott	29.00	"	Sault Ste. Marie	55.00
"	Brockville	29.60	"	Port Arthur	68.10
"	Toronto	39.00	"	Duluth	68.10
"	London	44.10	"	St. Paul	68.10

Canadian Pacific Ry	to	Quebec	14
Ferry	"	Levis	33
Intercolonial Ry	"	St. John	35
International Steamship Co	"	Boston	39
Boston & Maine Rd	"	Nashua	7
Concord Ry	"	Concord	24
Boston & Lowell Rd	"	Wells River	1
Boston & Maine Rd	"	Newport	73
Canadian Pacific Ry	"	Starting Point	14

ST. JOHN, N. B., AND RETURN R W

ROUTE R 100 Rates as follows:

From	Quebec	$25.75	From	St. Thomas	$46.25
"	Montreal	25.75	"	Niagara Falls	43.00
"	Ottawa	30 75	"	Detroit	48.25
"	Prescott	30.75	"	Sault Ste. Marie	56.75
"	Brockville	31.35	"	Port Arthur	69.85
"	Toronto	40.75	"	Duluth	69.85
"	London	45.85	"	St. Paul	69.85

Canadian Pacific Ry	to	Quebec	14
Quebec Steamship Co	"	Summerside	85
P. E. I. Navigation Co	"	Point du Chene	81
Intercolonial Ry	"	St. John	38
New Brunswick Ry	"	Vanceboro	59
Canadian Pacific Ry	"	Starting Point	14

ST. JOHN, N. B., AND RETURN

ROUTE R 101 Rates as follows:

From	Montreal	$20.75	From	St. Thomas	$41.25
"	Ottawa	25.75	"	Niagara Falls	38.00
"	Prescott	25.75	"	Detroit	43.25
"	Brockville	26.35	"	Sault Ste. Marie	51.75
"	Toronto	35.75	"	Port Arthur	64.85
"	London	40.85	"	Duluth	64.85

From St. Paul $64.85

Canadian Pacific Ry	to	Quebec	14
Ferry	"	Levis	33
Intercolonial Ry	"	St. John	35

Return same route. R

ST. JOHNS, NEWFOUNDLAND, AND RETURN

ROUTE R 102

Rates as follows:

From Ottawa	$55.00	From Niagara Falls	$67.25
" Prescott	55.00	" Detroit	72.50
" Brockville	55.60	" Sault Ste. Marie	81.00
" Toronto	65.00	" Port Arthur	94.10
" London	70.10	" Duluth	94.10
" St. Thomas	70.50	" St. Paul	94.10

Canadian Pacific Ry	to Montreal	14
†Black Diamond S. S. Line	" St. Johns, Nfld	2

Return same route. R

SUMMERSIDE, P. E. I., AND RETURN

ROUTE R 103

Rates as follows:

From Quebec	$25.75	From St. Thomas	$46.25
" Montreal	25.75	" Niagara Falls	43.00
" Ottawa	30.75	" Detroit	48.25
" Prescott	30.75	" Sault Ste. Marie	56.75
" Brockville	31.35	" Port Arthur	69.85
" Toronto	40.75	" Duluth	69.85
" London	45.85	" St. Paul	69.85

Canadian Pacific Ry	to Quebec	14
Quebec Steamship Co	" Summerside	85
P. E. I. Navigation Co	" Point du Chene	81
Intercolonial Ry	" St. John	38
New Brunswick Ry	" Vanceboro	59
Canadian Pacific Ry	" Starting Point	14

SUMMERSIDE, P. E. I., AND RETURN

ROUTE R 104

Rates as follows:

From Quebec	$26.85	From St. Thomas	$43.35
" Montreal	22.85	" Niagara Falls	40.10
" Ottawa	27.85	" Detroit	45.35
" Prescott	27.85	" Sault Ste. Marie	53.85
" Brockville	28.45	" Port Arthur	66.95
" Toronto	37.85	" Dnluth	66.95
" London	42.95	" St. Paul	66.95

Canadian Pacific Ry	to Vanceboro'	14
New Brunswick Ry	" St. John	59
Intercolonial Ry	" Point Du Chene	38
P. E. I. Steam Navigation Co	" Summerside	81

Return same route. R

SUMMERSIDE, P. E. I., AND RETURN

ROUTE R 105

Rates as follows:

From Montreal	$20.75	From St. Thomas	$41.25
" Ottawa	25.75	" Niagara Falls	38.00
" Prescott	25.75	" Detroit	43.25
" Brockville	26.35	" Sault Ste. Marie	51.75
" Toronto	35.75	" Port Arthur	64.85
" London	40.85	" Duluth	64.85

From St. Paul $64.85

Canadian Pacific Ry	to Quebec	14
Quebec Steamship Co	" Summerside	85

Return same route. R

†Meals and Berths included.

SYDNEY, CAPE BRETON, AND RETURN

ROUTE R 106

Rates as follows:

From Quebec	$33.60	From St. Thomas	$50.10
" Montreal	29.60	" Niagara Falls	46.85
" Ottawa	34.60	" Detroit	52.10
" Prescott	34.60	" Sault Ste. Marie	60.60
" Brockville	35.20	" Port Arthur	73.70
" Toronto	44.60	" Duluth	73.70
" London	49.70	" St. Paul	73.70

Canadian Pacific Ry	to Vanceboro	14
New Brunswick Ry	" St. John	59
Intercolonial Ry	" New Glasgow	35
Eastern Extension Ry	" Mulgrave	30
Bras D'Or's Steamers	" Sydney	12

Return same route. R

TADOUSAC, P.Q., AND RETURN.

ROUTE R 107

Rates as follows:

From Montreal	$10.50	From St. Thomas	$31.00
" Ottawa	15.50	" Niagara Falls	27.75
" Prescott	15.50	" Detroit	33.00
" Brockville	16.10	" Sault Ste. Marie	41.50
" Toronto	25.50	" Port Arthur	54.60
" London	30.60	" Duluth	54.60

From St. Paul $54.60

Canadian Pacific Ry	to Quebec	14
Ferry	" Levis	33
Intercolonial Ry	" Riviere du Loup	35
Richelieu & Ontario Navigation Co	" Tadousac	91

Return same route. R

TADOUSAC, P.Q., AND RETURN

ROUTE R 108

Rates as follows:

From Montreal	$ 9.00	From St. Thomas	$29.50
" Ottawa	14.00	" Niagara Falls	26.25
" Prescott	14.00	" Detroit	31.50
" Brockville	14.60	" Sault Ste. Marie	40.00
" Toronto	24.00	" Port Arthur	53.10
" London	29.10	" Duluth	53.10

From St. Paul $53.10

Canadian Pacific Ry	to Quebec	14
Richelieu & Ontario Navigation Co	" Tadousac	90

Return same route. R

WEIR'S, N.H. (LAKE WINNIPESAUKEE), AND RETURN

ROUTE R 109

Rates as follows:

From Quebec	$16.00	From St. Thomas	$32.50
" Montreal	12.00	" Niagara Falls	29.25
" Ottawa	17.00	" Detroit	34.50
" Prescott	17.00	" Sault Ste. Marie	43.00
" Brockville	17.60	" Port Arthur	56.10
" Toronto	27.00	" Duluth	56.10
" London	32.10	" St. Paul	56.10

Canadian Pacific Ry	to Newport	14
Boston & Maine Rd	" Wells River	71
Boston & Lowell Rd	" Weir's	122

Return same route. R

Tourist One Way Rates

—TO—

White Mountain Resorts

—AND TO THE—

Seaside, via the White Mountains

To		From		
		Quebec.	Montreal.	Ottawa.
Lancaster,	N.H	8 50	6 00	8.50
Whitfield,	N.H	8.50	6 00	8.50
Jefferson,	N.H	9.15	6.65	9.15
Bethlehem Junc.,	N.H	8.50	6.00	8 50
Maplewood,	N.H	8.85	6.35	8 85
Bethlehem,	N.H	9.00	6.50	9 00
Profile House,	N H	10.00	7.50	10 00
Twin Mountain House,	N.H	8.50	6.00	8.50
Fabyan's,	N.H	8 50	6.00	8.50
Mount Washington Summit,	N.H	12 50	10 00	12 50
Crawford,	N.H	8.80	6.30	8.80
North Conway,	N.H	10.00	7.50	10 00
Portland,	Me	10.00	7.50	10 00
Old Orchard,	Me	10.35	7.85	10 35
Bar Harbor,	Me,	15,00	12.50	15,00

EASTERN TOURS

ONE WAY TRIPS

Boston, Mass.

ROUTE S 1 — Rates as follows:

From	Quebec	$13.00	From	Toronto	$18.00
"	Montreal	10.50	"	London	19.50
"	Ottawa	13.00	"	St. Thomas	19.60
"	Prescott	13.80	"	Niagara Falls	19.50
"	Brockville	14.00	"	Detroit	21.75

From Sault Ste. Marie $28.50

Canadian Pacific Ry	to	Newport	14
Boston & Maine Rd	"	Scott's	123
Boston & Lowell Rd	"	Fabyan's	120
Maine Central Rd	"	Portland	77
Boston & Maine Rd	"	Boston	10

Boston, Mass.

ROUTE S 2 — Rates as follows:

From	Quebec	$11.00	From	Toronto	‡$13.00, *$18.00
"	Montreal	9.00	"	London	‡ 14.35, * 19.50
"	Ottawa	12.00	"	St. Thomas	‡ 14.35, * 19.60
"	Prescott	‡$10.80, * 12.00	"	Niagara Falls	‡ 14.50, * 19.50
"	Brockville	‡ 11.40, * 12.40	"	Detroit	‡ 17.45, * 21.00

From Sault Ste. Marie ..... ‡$23.75, *$28.85

Canadian Pacific Ry	to	Newport	14
Boston & Maine Rd	"	Wells River	71
Boston & Lowell Rd	"	Concord	4
Concord Rd	"	Nashua	27
Boston & Maine Rd	"	Boston	3

*Rates prefixed * are optional Rail or River St. Lawrence, Toronto or Kingston to Montreal; or Ottawa River, Ottawa to Montreal.
‡Rates prefixed ‡ are All Rail, limited to continuous passage.

Boston, Mass.

ROUTE S 3 — Rates as follows:

From	Quebec	$11.00	From	Toronto	$16.00
"	Montreal	8.50	"	London	17.50
"	Ottawa	11.00	"	St. Thomas	17.60
"	Prescott	11.80	"	Niagara Falls	17.50
"	Brockville	12.00	"	Detroit	19.75

From Sault Ste. Marie $26.85

Canadian Pacific Ry	to	Newport	14
Boston & Maine Rd	"	Scott's	123
Boston & Lowell Rd	"	Fabyan's	120
Maine Central Rd	"	Portland	77
Steamer	"	Boston	105

Boston, Mass.

ROUTE S 4 — Rates as follows:

From Quebec	$17.50	From Toronto	$22.50
" Montreal	15.00	" London	24.00
" Ottawa	17.50	" St. Thomas	24.10
" Prescott	18.30	" Niagara Falls	24.00
" Brockville	18.50	" Detroit	26.25

From Sault Ste. Marie $34.35

Canadian Pacific Ry	to Greenville	14
Bangor & Piscataquis Rd	" Oldtown	158
Maine Central Rd	" Portland	124
Boston & Maine Rd	" Boston	10

Halifax, N.S.

ROUTE S 5 — Rates as follows:

From Quebec	$22.85	From Toronto	$27.85
" Montreal	20.35	" London	29.35
" Ottawa	22.85	" St. Thomas	29.45
" Prescott	23.65	" Niagara Falls	29.35
" Brockville	23.85	" Detroit	31.60

From Sault Ste. Marie $38.70

Canadian Pacific Ry	to Vanceboro	14
New Brunswick Ry	" St. John	59
Yarmouth Steamship Co	" Yarmouth	166
Western Counties Ry	" Digby	168
Annapolis Steamship Co	" Annapolis	160
Windsor & Annapolis Ry	" Halifax	106

Halifax, N.S.

ROUTE S 6 — Rates same as for Route S 5

Canadian Pacific Ry	to Vanceboro	14
New Brunswick Ry	" St. John	59
Bay of Fundy Steamship Co	" Annapolis	65
Windsor & Annapolis Ry	" Halifax	106

Halifax, N.S.

ROUTE S 7 — Rates as follows:

From Quebec	$19.00	From Toronto	$24.55
" Montreal	16.50	" London	26.85
" Ottawa	19.00	" St. Thomas	26.60
" Prescott	19.80	" Niagara Falls	24.55
" Brockville	20.00	" Detroit	27.50

From Sault Ste. Marie $34.85

Canadian Pacific Railway	to Vanceboro	14
New Brunswick Ry	" St. John	59
Intercolonial Ry	" Halifax	36

Halifax, N.S.

ROUTE S 8

Rates as follows:

From Quebec	$19.30	From Toronto	$24.30
" Montreal	16.80	" London	25.80
" Ottawa	19.30	" St. Thomas	25.90
" Prescott	20.10	" Niagara Falls	25.80
" Brockville	20.30	" Detroit	28.05

From Sault Ste. Marie $35.15

Canadian Pacific Ry	to	Newport	14
Boston & Maine Rd	"	Scott's	23
Boston & Lowell Rd	"	Fabyan's	120
Maine Central Rd	"	Portland	77
International Steamship Co	"	St. John	40
Bay of Fundy Steamship Co	"	Annapolis	65
Windsor & Annapolis Ry	"	Halifax	106

Halifax, N.S.

ROUTE S 9

Rates as follows:

From Quebec	$19.00	From Toronto	$24.00
" Montreal	16.50	" London	25.50
" Ottawa	19.00	" St. Thomas	25.60
" Prescott	19.80	" Niagara Falls	25.50
" Brockville	20.00	" Detroit	27.75

From Sault Ste. Marie $34.85

Canadian Pacific Ry	to	Newport	14
Boston & Maine Rd	"	Scott's	123
Boston & Lowell Rd	"	Fabyan's	120
Maine Central Rd	"	Portland	77
International Steamship Co	"	St. John	40
Intercolonial Ry	"	Halifax	36

Halifax, N.S.

ROUTE S 10

Rates as follows:

From Quebec	$21.00	From Toronto	$26.00
" Montreal	18.50	" London	27.50
" Ottawa	21.00	" St. Thomas	27.60
" Prescott	21.80	" Niagara Falls	27.50
" Brockville	22.00	" Detroit	29.75

From Sault Ste. Marie $36.85

Canadian Pacific Ry	to	Newport	14
Boston & Maine Rd	"	Scott's	123
Boston & Lowell Rd	"	Fabyan's	120
Maine Central Rd	"	Vanceboro	124
New Brunswick Ry	"	St. John	59
Intercolonial Ry	"	Halifax	36

New York

ROUTE S 11

Rates as follows:

From Quebec	$17.00	From Toronto	$22.00
" Montreal	14.50	" London	23.50
" Ottawa	17.00	" St. Thomas	23.60
" Prescott	17.80	" Niagara Falls	23.50
" Brockville	18.00	" Detroit	25.75

From Sault Ste. Marie $32.85

Canadian Pacific Ry	to	Newport	14
Boston & Maine Rd	"	Scott's	123
Beston & Lowell Rd	"	Fabyan's	120
Maine Central Rd	"	Portland	77
Boston & Maine Rd	"	Boston	10
Old Colony Rd	"	Fall River	137
Fall River Line	"	New York	138

New York

ROUTE S 12 — Rates as follows:

From Quebec	$14.00	From Toronto	$19.50
" Montreal	12.00	" London	21.00
" Ottawa	14.50	" St. Thomas	21.10
" Prescott	15.30	" Niagara Falls	21.00
" Brockville	15.50	" Detroit	23.25

From Sault Ste. Marie $30.35

Canadian Pacific Ry	to Newport	14
Boston & Maine Rd	" Wells River	71
Boston & Lowell Rd	" Concord	4
Concord Rd	" Nashua	27
Boston & Maine Rd	" Boston	3
Old Colony Rd	" Fall River	137
Fall River Line	" New York	138

New York

ROUTE S 13 — Rates as follows:

From Quebec	$15.00	From Toronto	$20.00
" Montreal	12.50	" London	21.50
" Ottawa	15.00	" St. Thomas	21.60
" Prescott	15.80	" Niagara Falls	21.50
" Brockville	16.00	" Detroit	23.75

From Sault Ste. Marie $30.85

Canadian Pacific Ry	to Newport	14
Boston & Maine Rd	" Scott's	123
Boston & Lowell Rd	" Fabyan's	120
Maine Central Rd	" Portland	77
Steamer	" Boston	105
Old Colony	" Fall River	137
Fall River Line	" New York	138

New York

ROUTE S 14 — Rates as follows:

From Quebec	$12.00	From Toronto	$17.50
" Montreal	10.00	" London	19.00
" Ottawa	11.40	" St. Thomas	19.10
" Prescott	12.20	" Niagara Falls	19.00
" Brockville	12.60	" Detroit	21.25

From Sault Ste. Marie $28.35

Canadian Pacific Ry	to Newport	14
Boston & Maine Rd	" White River Jct	123
Central Vermont Rd	" Windsor	134
Vermont Valley Rd	" Brattleboro'	139
Central Vermont Rd	" W. Northfield and S. Vern'n	140
Connecticut River Rd	" Springfield	141
New York, New Haven & Hartford Rd	" New York	142

New York

ROUTE S 15 — Rates as follows:

From Quebec	$20.50	From Brockville	$14.70
" Montreal	18.00	" Toronto	10.50
" Ottawa	15.70	" London	12.95
" Prescott	14.90	" St. Thomas	12.70

From Sault Ste. Marie $21.35

Canadian Pacific Ry	to Toronto	14
Niagara Navigation Co	" Lewiston	62
New York Central & Hudson River Rd	" New York	167

Portland, Me.

ROUTE S 16

Rates as follows:

From	Quebec	$10.00	From	Toronto	*17.50, ‡$15.00
"	Montreal	7.50	"	London	*19.00, ‡ 15.75
"	Ottawa	10.00	"	St. Thomas	*19.10, ‡ 16.20
"	Prescott	10.80	"	Niagara Falls	*19.00, ‡ 16.50
"	Brockville	11.00	"	Detroit	*20.50, ‡ 17.00

From Sault Ste. Marie.....* $28.35, ‡ $25.00

Canadian Pacific Ry	to Newport	14
Boston & Maine Rd	" Scott's	123
Boston & Lowell Rd	" Fabyan's	120
Maine Central Rd	" Portland	77

*Rates prefixed * are optional Rail or River St. Lawrence, Toronto or Kingston to Montreal; or Ottawa River, Ottawa to Montreal.
‡Rates prefixed ‡ are All Rail, limited to continuous passage.

Portland, Me.

ROUTE S 17

Rates as follows ;

From	Quebec	$14.50	From	Toronto	$19.50
"	Montreal	12.00	"	London	21.00
"	Ottawa	14.50	"	St. Thomas	21.10
"	Prescott	15.30	"	Niagara Falls	21.00
"	Brockville	15.50	"	Detroit	23.25

From Sault Ste. Marie $30.35

Canadian Pacific Ry	to Greenville	14
Bangor & Piscataquis Rd	" Oldtown	15
Maine Central Rd	" Portland	12

St. Andrews, N.B.

ROUTE S 18

Rates as follows :

From	Quebec	$16.00	From	Toronto	20.05
"	Montreal	13.50	"	London	22.35
"	Ottawa	16.00	"	St. Thomas	22.10
"	Prescott	16.80	"	Niagara Falls	20.05
"	Brockville	17.00	"	Detroit	23.50

From Sault Ste. Marie.....$31.50

Canadian Pacific Ry	to Vanceboro	14
New Brunswick Ry	" St. Andrews	159

St. John, N.B.

ROUTE S 19

Rates as follows;

From	Quebec	$18.00	From	Toronto	$22.05
"	Montreal	15.50	"	London	24.35
"	Ottawa	18.00	"	St. Thomas	24.10
"	Prescott	18.80	"	Niagara Falls	22.05
"	Brockville	19.00	"	Detroit	25.50

From Sault Ste. Marie.....$33.50

Canadian Pacific Ry	to Vanceboro	14
New Brunswick Ry	" St. Andrews	159
Frontier Steamboat Co	" Eastport	163
International Steamship Co	" St. John	125

St. John, N.B.

ROUTE S 20

Rates as follows:

From	Quebec	$16.00	From	Toronto	$20.05
"	Montreal	13.50	"	London	22.35
"	Ottawa	16.00	"	St. Thomas	22.10
"	Prescott	16.80	"	Niagara Falls	20.05
"	Brockville	17.00	"	Detroit	23.50

From Sault Ste. Marie.....$31.50

Canadian Pacific Ry	to Vanceboro	14
New Brunswick Ry	" St. John	59

St. John, N.B.

ROUTE S 21

Rates as follows:

From	Quebec	$14.50	From	Toronto	$19.50
"	Montreal	12.00	"	London	21.00
"	Ottawa	14.50	"	St. Thomas	21.10
"	Prescott	15.30	"	Niagara Falls	21.00
"	Brockville	15.50	"	Detroit	23.25

From Sault Ste. Marie.....$30.00

Canadian Pacific Ry	to Newport	14
Boston & Maine Rd	" Scott's	123
Boston & Lowell Rd	" Fabyan's	120
Maine Central Rd	" Portland	77
International Steamship Co	" St. John	40

St. John, N.B.

ROUTE S 22

Rates as follows:

From	Quebec	$16.00	From	Toronto	$21.00
"	Montreal	13.50	"	London	22.50
"	Ottawa	16.00	"	St. Thomas	22.60
"	Prescott	16.80	"	Niagara Falls	22.50
"	Brockville	17.00	"	Detroit	24.75

From Sault Ste. Marie.....$31.85

Canadian Pacific Ry	to Newport	14
Boston & Maine Rd	" Wells River	71
Boston & Lowell Rd	" Concord	4
Concord Rd	" Nashua	27
Boston & Maine Rd	" Boston	3
International Steamship Co	" St. John	39

St. John, N.B.

ROUTE S 23

Rates as follows:

From	Quebec	$16.50	From	Toronto	$21.50
"	Montreal	14.00	"	London	23.00
"	Ottawa	16.50	"	St. Thomas	23.10
"	Prescott	17.30	"	Niagara Falls	23.00
"	Brockville	17.50	"	Detroit	23.50

From Sault Ste. Marie.....$31.50

Canadian Pacific Ry	to Newport	14
Boston & Maine Rd	" Scott's	123
Boston & Lowell Rd	" Fabyan's	120
Maine Central Rd	" Vanceboro	124
New Brunswick Ry	" St. John	59

SIDE TRIPS

TO BE USED IN CONNECTION WITH

EASTERN TOURS

ENUMERATED HEREIN.

Bethlehem Junction to Bethlehem and Return

ROUTE S T 1 — Rate **$1.00**

Profile & Franconia Notch Rd.	to Bethlehem	82
Return same route.		R

Bethlehem Junction to Profile House and Return

ROUTE S T 2 — Rate **$3.00**

Profile & Franconia Notch Rd.	to Profile House	83
Return same route.		R

Fabyan's to Summit Mt. Washington and Return

ROUTE S T 3 — Rate **$6.00**

Boston & Lowell Rd.	to Base of Mt. Washington	6
Mount Washington Ry	" Summit	55
Return same route.		R

Fabyan's to Summit Mt. Washington and Return

ROUTE S T 4 — Rate **$11.25**

Boston & Lowell Rd.	to Base of Mt. Washington	6
Mount Washington Ry	" Summit	55
Stage	" Glen House	100
Stage	" Glen Station	99
Maine Central Rd.	" Fabyan's	75

Greenville to Mt. Kineo House and Return

ROUTE S T 5 — Rate **$1.50**

Steamer	to Mt. Kineo House	165
Return same route.		R

Lennoxville or Sherbrooke to Greenville and Return
(Moosehead Lake)

ROUTE S T 6 — Rate **$7.40**

Canadian Pacific Ry	to Greenville	14
Return same route.		R

Lennoxville or Sherbrooke to Lake Megantic and Return

ROUTE S T 7 — Rate **$3.00**

Canadian Pacific Ry.	to Lake Megantic	14
Return same route.		R

McAdam Junction to St. Andrews and Return

ROUTE S T 8 — Rate **$2.00**

New Brunswick Ry	to St. Andrews	170
Return same route.		R

Magog to Newport, Vt., and Return

ROUTE S T 9 — Rate **$1.50**

Steamer	to Newport	164
Return same route.		R

Newport, Vt., to Magog and Return

ROUTE S T 10 — Rate **$1.50**

Steamer ..... to Magog 103

Return same route. R

Newport, Vt., to Sail on Lake Memphremagog

ROUTE S T 11 — Rate **$1.00**

Steamer ..... Sail on Lake Memphremagog 174

Portland, Me., to Old Orchard Beach and Return

ROUTE S T 12 — Rate **50 Cents**

Boston & Maine Rd ..... to Old Orchard Beach 11

Return same route. R

Quebec to Ha Ha Bay, Chicoutimi, and Return R W

ROUTE S T 13 — Rate **$9.00**

Richelieu & Ontario Navigation Co. ..... to Ha Ha Bay, etc 90

Richelieu & Ontario Navigation Co. ..... " Riviere du Loup 91

Intercolonial Ry ..... " Levis 35

Ferry ..... " Quebec 33

Quebec to Ha Ha Bay, Chicoutimi, and Return

ROUTE S T 14 — Rate **$8.00**

Richelieu & Ontario Navigation Co. ..... to Ha Ha Bay, etc 90

Return same route. R

Quebec to Lake St. John and Return

ROUTE S T 15 — Rate **$7.50**

Quebec & Lake St. John Ry ..... to Lake St. John 117

Return same route. R

St. Andrews, N. B., to St. Stephen, N. B., and Return

ROUTE S T 16 — Rate **$1.00**

Frontier Steamboat Co. ..... to St. Stephen 173

Return same route. R

St. Andrews, N. B., to Eastport, Me., and Return

ROUTE S T 17 — Rate **$1.00**

Frontier Steamboat Co. ..... to Eastport 163

Return same route. R

St. Andrews to Campobello and Return

ROUTE S T 18 — Rate **$1.50**

Frontier Steamboat Co. ..... to Eastport 163

Campobello Steamboat Co. ..... " Campobello 172

Return same route. R

St. John, N. B., to Fredericton and Return R W

ROUTE S T 19 — Rate **$2.50**

New Brunswick Ry ..... to Fredericton 170

Union Line Steamers ..... " St. John 171

From Weir's, Round Lake Winnipesaukee

ROUTE S T 20 — Rate **50 Cents**

Steamer ..... to Round Lake 118

Railway and Steamship Time Table and Connections

EASTERN TOURS

SUBJECT TO CHANGE

FROM MONTREAL:

Canadian Pacific Railway,
Windsor Street Station
For St. John, N.B., St. Andrews, etc.....dep. 8.30 p.m. daily except Saturday
For White Mountains, Portland and Seaside, dep. 9.00 a.m., 8.05 p.m. week days
For Boston.....dep. 9.00 a.m. week days and 8.05 p.m. daily

From Dalhousie Square Station
For Quebec .....See Time Table Folder

Black Diamond Steamship Line

For Gulf Ports, dep. early morning of June 1st, 13th and 21st, July 4th, 5th, 19th and 25th, and about every ten days thereafter. Pas-sengers should board steamer night prior to sailing.

Richelieu & Ontario Navigation Co.
For Quebec and the Lower St. Lawrence.....dep. 7.00 p.m. week days

FROM QUEBEC:

Intercolonial Railway (from Levis)

For Cacouna and Maritime Provinces .....See Time Table Folder

Quebec Central Railway (from Levis)

For Boston and White Mountains.....See Time Table Folder

Quebec and Lake St. John Railway

For Lake St. John.....dep. 8.15 a.m. week days

Quebec Steamship Company

For Gulf Ports.. dep. 2.00 p.m. Tuesdays, June 11th and 25th, July 9th and 23rd, August 6th and 20th, September 3rd and 17th, October 1st, 5th and 29th.

Richelieu & Cntario Navigation Company
For Saguenay River, etc.....dep. 7.30 a.m. Tues., Wed., Fri. and Sat.

FROM MAGOG:

For Newport .....dep. 4·00 p.m. week days

FROM NEWPORT:

For Magog.....dep. 1.00 p.m. week days

FROM BOSTON:

Portland Steam Packet Company

For Portland from India Wharf.....dep. 7.00 p.m. week days

International Steamship Company

For Portland, Eastport and St. John, from Commercial Wharf..dep. 8.30 a.m. Mon., Wed. and Fri.

For Annapolis.....dep. 8.30 a.m. Mon. and Thurs.

Yarmouth Steamship Company
For Yarmouth from Lewis' Wharf.....dep. 10.00 am. Tues. and Fri.
Canada Atlantic Steamship Company
For Halifax, N.S..... .....dep. 3.00 p.m. Sat.
Old Colony R.R. & Fall River Line
For New York....dep. 6.00 p.m. an 7.00 p.m.week days; Sundays, 7.00 p.m.

FROM PORTLAND:

International Steamship Company
For Eastport and St. John, from Railroad Wharf..dep. 5.30 p.m. Mon., Wed. and Fri.
Portland Steam Packet Company
For Boston, from Franklin Wharf.....dep. 7.00 p.m. week days
Portland, Mt. Desert & Machias Steamboat Company
For Mt. Desert.....dep. 11 p.m. Tues. and Fri.

FROM GREENVILLE:

Steamer for Mt. Kineo House..... .....daily

FROM EASTPORT:

International Steamship Company
For Portland and Boston.....1 00 p.m. Mon., Wed. and Fri.

FROM ANNAPOLIS AND DIGBY:

International Steamship Company
For Boston.. ..... From Annapolis 1.30 p.m., Digby 3.00 p.m. Tues. and Sat.

FROM ST. ANDREWS, N. B.:

Frontier S.B. Company for Eastport, Me..dep. 8.00 a.m. Tues., Thur. and Sat.
" " " .....dep. 9.30 a.m. Mon., Wed. and Fri.

FROM ST. JOHN:

Bay of Fundy Steamship Company
For Annapolis..... dep. 7.45 a.m. Mon., Wed. and Sat.
International Steamship Company
For Eastport, Portland and Boston.....dep. 7.25 a.m. Mon., Wed. and Fri.
For Boston direct..... ..... 6.30 p.m. Sat.
Yarmouth Steamship Company
For Yarmouth .....dep. Tues. and Fri. Evenings

FROM POINT DU CHENE:

P.E.I. Nav. Co., for Summerside.....dep. on arrival of I. C. R. train week days

FROM PICTOU:

P.E.I. Nav. Co. for Charlottetown....dep. on arrival of I. C. R. train week days

FROM DALHOUSIE:

Steamer Admiral for Baie de Chaleur Ports.....dep. 5.00 a.m. Wed. and Sat.

FROM HALIFAX:

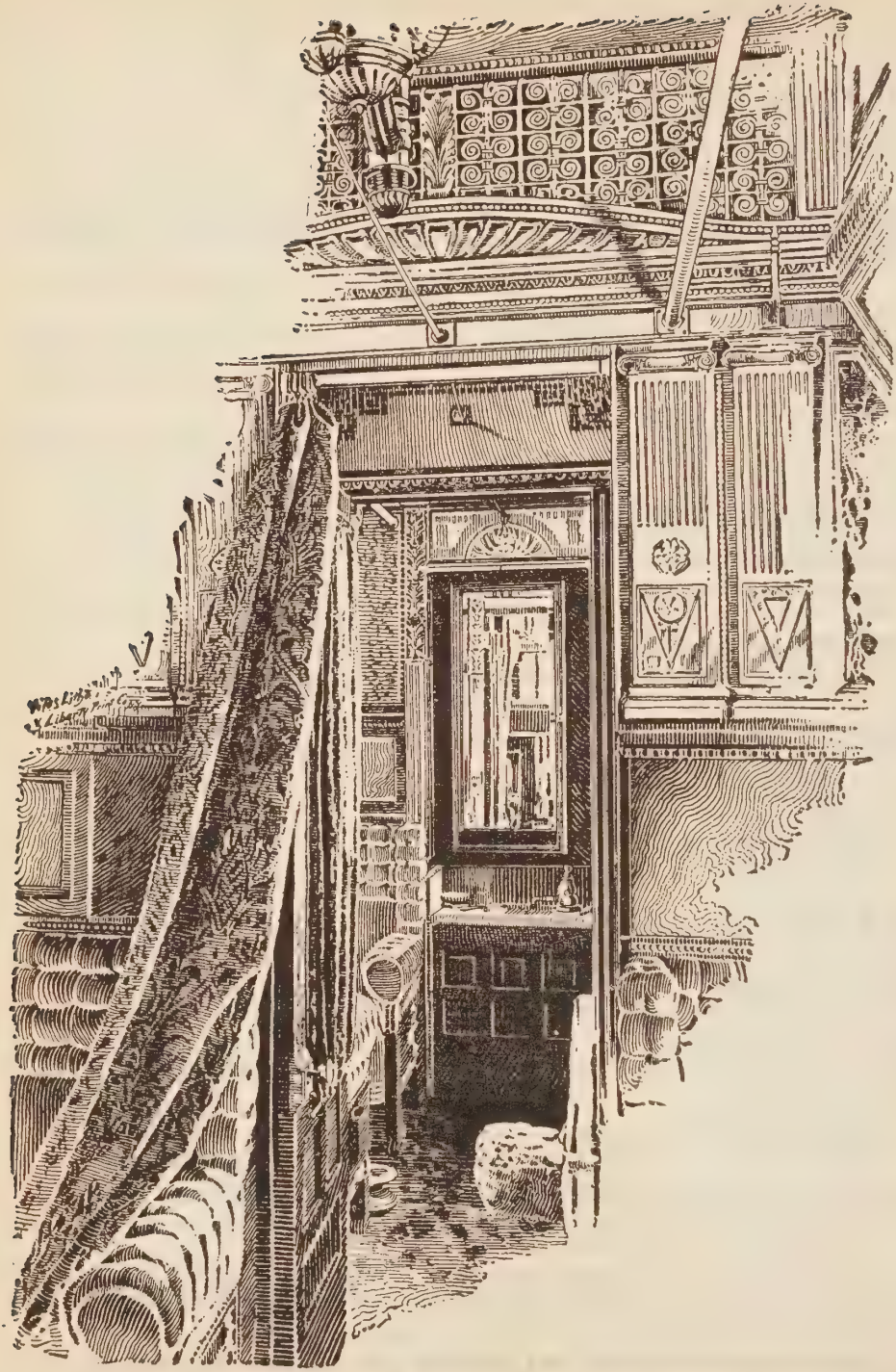
Canada Atlantic S.S. Company
For Boston.....dep. on arrival of I. C. R. train about 10.00 a.m. Wed.

FROM PORT MULGRAVE AND PORT HAWKESBURY:

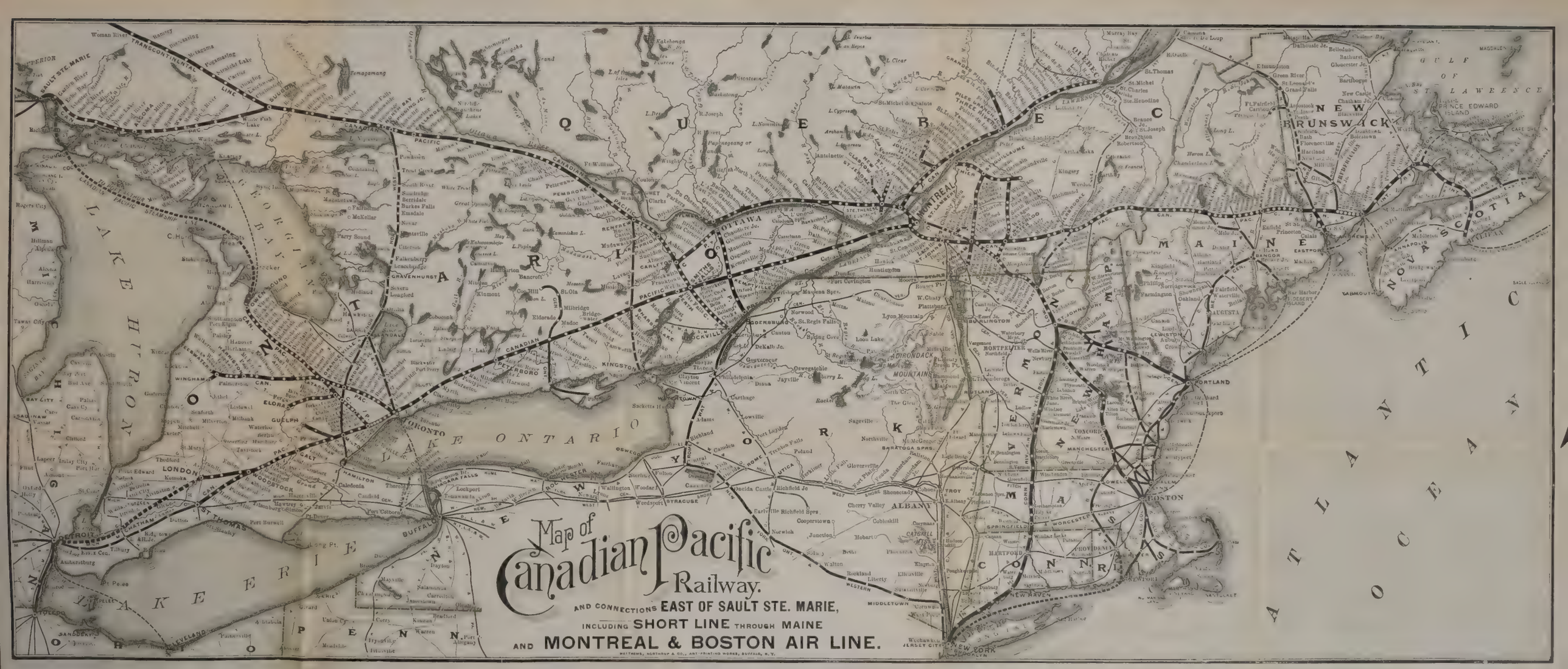
Bras D'Or Steamers for Sydney, C.B., and intermediate ports .....dep. daily on arrival of I. C. R. train.

For time of River St. Lawrence Steamers, etc., and route and time of departure from Niagara Falls and Detroit, see Railway and Steamship Connections for Miscellaneous Tours.

For additional details and any change which may be made during season, see current Time Table Folder.



INTERIOR OF STATE-ROOM—SLEEPING CAR.


Map of Canadian Pacific Railway.
AND CONNECTIONS EAST OF SAULT STE. MARIE,
INCLUDING SHORT LINE THROUGH MAINE
AND MONTREAL & BOSTON AIR LINE.
LAKE HURON
LAKE ONTARIO
LAKE ERIE
GULF OF ST. LAWRENCE
ATLANTIC OCEAN
QUEBEC
ONTARIO
NEW BRUNSWICK
NOVA SCOTIA
MAINE
VERMONT
NEW YORK
MASSACHUSETTS
CONNECTICUT
PENNSYLVANIA
OHIO
MICHIGAN
MINNESOTA
MANITOBA
SAULT STE. MARIE
TORONTO
OTTAWA
MONTREAL
QUEBEC
BUFFALO
DETROIT
TOLEDO
ALBANY
BOSTON
PORTLAND
NEW YORK
ADIRONDACK MOUNTAINS
PRINCE EDWARD ISLAND
MATTHEWS, NORTHRUP & CO., ART PRINTING WORKS, BUFFALO, N.Y.

Western Tours

I.

To the North-West via the Canadian Pacific Transcontinental and Tributary Lines.

WESTERN Tours extend across the continent by five routes. One is the Transcontinental line of the Canadian Pacific Railway from Montreal, north of Lake Superior to the Pacific coast at Vancouver; the second is by steamers from Owen Sound, Ontario, across Lakes Huron and Superior to Port Arthur, and thence by rail; the third, by the way of Sault Ste. Marie and St. Paul; the fourth is by rail through Sudbury Junction to Sault Ste. Marie, thence by steamer across Lake Superior to Port Arthur, where the Transcontinental line is reached; and the fifth leaves the Canadian Pacific system at St. Thomas, Ont., crosses into the United States at Detroit, and proceeds by the way of Chicago and St. Paul to Winnipeg, and thence by the Canadian Pacific to Vancouver.

In addition to these main-line tours, many divergencies are provided for in the vicinity of the Great Lakes, as well as several exten-

Whitefish Bend, Nepigon River.

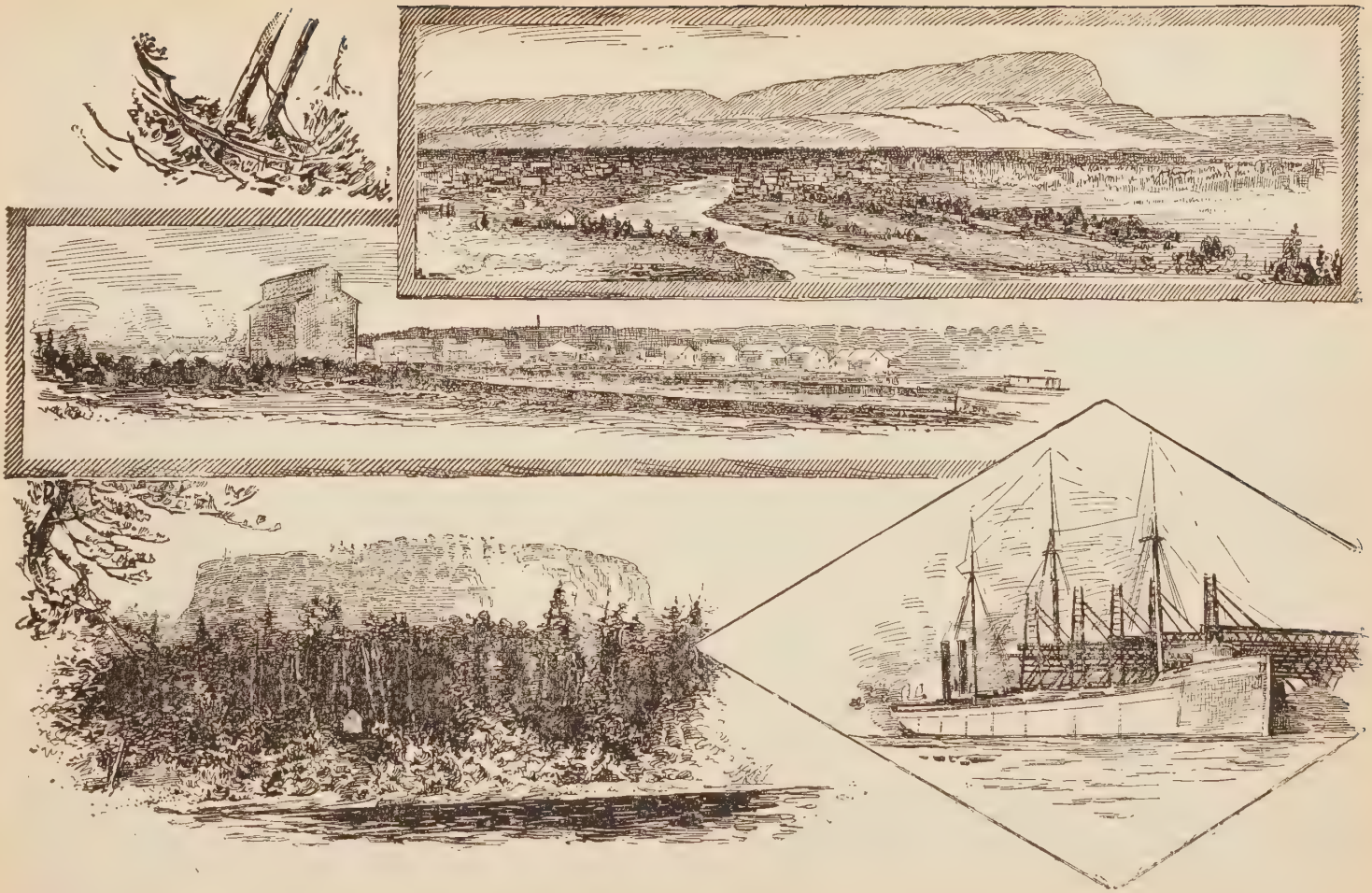
sive journeys by water, northward and southward along the Pacific coast, thus opening to the tourist a most interesting and instructive choice of alternate or branch-line trips by both railway and steamer, reaching all the pleasure resorts and fishing localities of Lakes Superior and Huron; the best hunting regions in the Rockies; the ports on Puget sound; Portland, Ore., the Mt. Shasta region, San Francisco and Alaska. In all cases provision is made for a return trip under one ticket, either by the same route, or by one of the alternate routes to be mentioned hereafter.

A. The C. P. R. Transcontinental Route.*—The line of the Canadian Pacific Railway reaches across the continent from the tide-water of the Atlantic to that of the Pacific; for the purposes of the tourist we will begin this trip at Montreal. Upon leaving Montreal westward bound, the quaint French suburbs, dating back to the earliest settlement of the country, are first seen. Fifty miles brings one to the banks of the Ottawa river, along whose rich valley many fine farms and the more modern English villages give a cultivated and civilized air to the charming scenery, in strong contrast with the almost primitive wildness along the upper part of the same valley. The river is closely followed beyond Calumet until Hull, opposite Ottawa, is reached, when it is crossed by the railway upon a bridge which permits the passenger to see the noble Chaudiere falls and the extensive booms, rafts and lumber-mills that indicate the principal industry of the locality.

Ottawa is the capital of the Dominion, and is most picturesquely situated at the point where the Rideau river falls in a fine cataract into the larger stream. The many fine structures of the city, including the Parliament buildings, the Library, Museum of Natural History and Rideau House (where the Governor-General resides) are a constant attraction to visitors.

Leaving Ottawa, the train moves on up the river, through an agricultural and wood-cutting region, past many prosperous stations. At short intervals, streams and small lakes promise splendid sport to

*The tourist should provide himself, before starting, with a "Time Table with Notes," which can be obtained, free, from the Company's agent. This pamphlet contains a brief description of features of special interest along the road, and furnishes a valuable guide and index to the whole route.



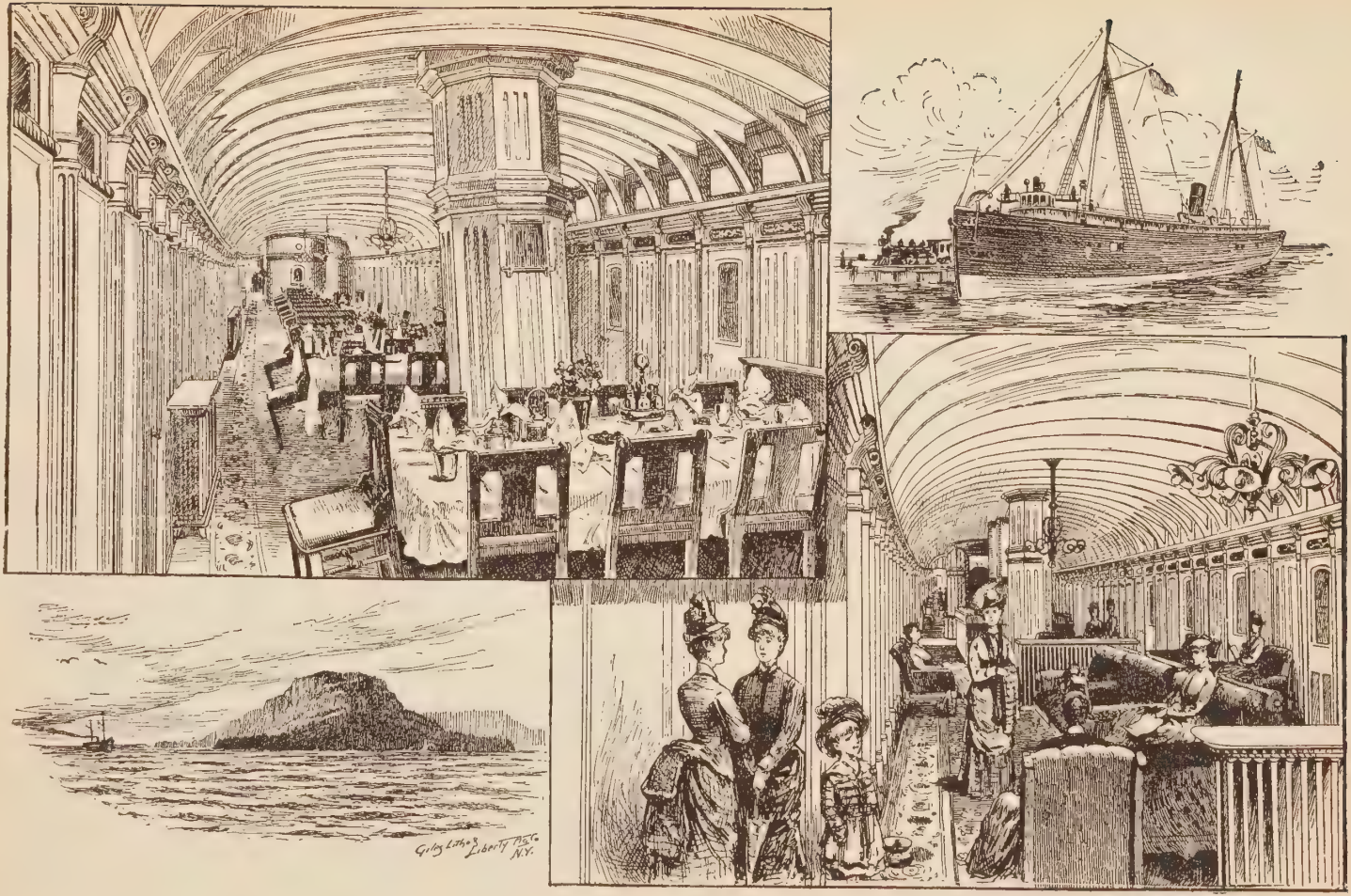
Scenes around Fort William.

the angler and entice him to alight before his destination is reached. The country becomes more broken and rocky as you progress towards Lake Nipissing. There is less agriculture, more woodland and greater attractions for artist and sportsman. The valleys and borders of the many lakes are tillable and fertile, but farmers are few. Lake Nipissing is reached at North Bay, where the railway from Toronto and the Muskoka lake-country joins the Canadian Pacific. Here passengers from southern Ontario join the Transcontinental route. Lake Nipissing is noted for its fishing (in great variety) and shooting; good hotels exist upon its borders, and it is a favorite summer resort. Glimpses of rolling hills, spaces of lake surface, dashing trout streams, cataracts, rocky crags and meadows haunted by wildfowl, are caught through the almost universal forest as the train speeds along its northern shore. The railway winds among forested hills for some distance westward of Nipissing, then crosses to another stream, which leads it down to Lake Superior, first seen at Heron Bay station, early on the second morning after leaving Montreal.

Lake Superior now remains in view, with only occasional intermissions, until Port Arthur is reached, towards which the train makes its way amid rocky hills and tremendous cliffs forming pictures delightful to the eye; but in the construction of the railway these hills tried the patience and tested the utmost skill of the engineer. Jackfish bay is one of the most attractive points, and carrying the line at an elevation which permits a wide and most inspiring outlook.

Into Nepigon bay flows the Nepigon river, which has long been famous for its trout-fishing. This river is some forty miles in length and drains Lake Nepigon. It is a powerful stream and broken by a succession of cataracts and whirlpools, making canoeing upon it most exciting. Trout and whitefish of several varieties are exceedingly numerous there, and good camping places abound. At Nepigon station facilities exist for obtaining canoes, Indian guides and helpers, and all the necessary outfit for a fishing trip. No civilization interferes with the wildness and romance of the district, and of course no hotels are to be found; but for a camping and angling excursion the Nepigon offers perhaps the greatest attraction in central Canada.

Port Arthur, the terminus of the eastern divison of the Canadian



C. P. R. Upper Lake Steamship.

Pacific, has a population of about 4,000. It was formerly known as Prince Arthur's Landing, and is half a dozen miles east of the mouth of the Kaministiquia river and of Fort William, the oldest trading post on Lake Superior, where now the railway has extensive port-facilities and repairing-shops.

Port Arthur is situated on Thunder bay, and was settled about 1867. The town is prettily situated overlooking the bay, which is a fine open harbor; and has in view the dark cliffs of Thunder cape and Pie island. Since the opening of the Lake Superior section of the railway, the town has assumed particular importance as the connecting point between the railway system of the North-West and the inland water-route of Canada *via* the Great Lakes. Extensive wharves have lately been erected, together with enormous docks, huge elevators for grain, terminal warehouses and stations. There is much pretty scenery in the hills back of the town, while the bay and its islands are suited to yachting and picnic excursions. Minerals abound in the neighborhood, and valuable mines are worked. Port Arthur has an excellent hotel overlooking the harbor.

To Port Arthur come the steamers of the Canadian Pacific line from Owen Sound and Sault Ste. Marie, while most of the other Lake Superior boats call here in passing. This furnishes alternate routes between the east and Port Arthur during the season of navigation, and one that is justly very popular.

From Port Arthur to Winnipeg the railway crosses a wilderness of rocky woods, ponds and rivers, valuable for its mines and timber, through whose intricacies fur-traders have guided their canoes for two hundred and fifty years. The primitive wilderness is rapidly giving way to the march of improvement, and at numerous points, lumber and milling industries are being activily carried on. At Keewatin, near Rat Portage, an immense flour mill has been erected and is the nucleus of a thriving village.

Winnipeg is a Chicago so far as 40,000 ambitious people are able to make it. Fifteen years ago it was merely the fur-trading post of Fort Garry, hundreds of miles from anywhere. To-day it is the focus of eight radiating railways, and is striding on with amazing progress.

Westward from Winnipeg spreads a thousand miles of open and

Mount Stephen, East Side.

productive plains—the wheat-prairies of Manitoba, the green uplands of Assiniboia, and Alberta's broad pastures. During the first day large active villages are passed, farm-houses are always in sight, and the "flowering mead" is checkered with ebon squares of upturned sod, or the emerald and gold of grain. Later the villages diminish and the farms become fewer, at least near the road, which has now ascended to a higher though by no means a sterile region. This is the old buffalo range, and their trails mark the prairie in long lines. The buffalo have disappeared, but wildfowl throng about the many lakes, and antelopes raise their heads as the train rolls into view, and then hurry away.

Before you are weary of the plains a spectacle of intense interest captivates your attention—the snowy peaks of the world-renowned Rockies, curving in a vast semi-circle around the western horizon; and at Calgary, the populous headquarters of the grazing industries, whose cattle and sheep ranches extend over hundreds of square miles along the foot-hills, you are within sight of the base of the great front-range, which towers in an apparently impregnable wall of blue and white.

And now all that has gone before dwindles into insignificance. Three ranges of prodigious mountains are to be crossed before the interior of British Columbia is reached; and when you have descended the last western slopes there remain 300 miles of scenery so fine, along the canyons of the Fraser river, that many persons consider it best of all.

"Do not try to take all of this in one unbroken trip," is the advice given to the tourist by one who has been across the Rockies many times and knows these giants well. "It is too much. The eye loses power of discrimination—is stunned—the soul surfeited—so fast do grandeur of form and beauty in details crowd upon the view and demand attention as the train speeds through gorge and over mountain, giving here a vast outlook and there an interior glimpse, then exchanging it for a new one too rapidly for profit. Here gush the headwaters of rivers that run for a thousand miles east and west. You enter by and escape by the gates they have cut, your track is laid along the ravine-pathways they have hewn, and you

Mount Carroll, West Side.

behold the very source of their currents in some crystal lake or in some vast body of ice borne upon the shoulders of mountains mantled with eternal frost. Sometimes you are in the bottom of these ravines beside the bounding stream, and strain your eyes to toppling crags that swim among the fleeciest of summer clouds a mile and a quarter higher than your place. Again, with audacity of engineering, the railway surmounts a portion of this distance, and you can look down to where tall forest trees are small as match-sticks. Upward, apparently close at hand, are the naked ledges lifted above the last fringe of vegetation, wide spaces of never-wasting snow and the wrinkled backs of glaciers whence cataracts come leaping into the concealment of the forest. Here you can look out upon a wilderness of icy peaks, glaciers and aiguilles of black rock, there you cautiously descend into the depths of profound gorges, find yourself enshrouded in the shadow of a forest beside which the eastern woods are as underbrush. The massiveness and breadth of the mountains in one part will astonish you; their splintered and fantastic forms in another excite your curiosity; while now and then a single stately peak, like Castle Mountain, Mount Stephen or Sir Donald, will print itself upon your memory."

It would be well, then, for the tourist to stop off at two or three points at least, and take time to *understand* the mountains. Pleasant hotels have been built by the railway company at suitable points, where one may dwell in perfect comfort within the very heart of the mountains, and whence the glaciers may be explored, or sport with rifle and rod enjoyed.

The first and most prominent of the stopping places to be recommended is BANFF.

Banff is the station for the Canadian National Park, in the Bow River valley, among the eastern foot-hills of the Rocky Mountains. There are copious and wonderful hot mineral springs there, and a palatial hotel owned and operated by the railway company.

This park is a tract of many square miles embracing every variety of scenery, charming and wonderful, which the government has already made accessible by many carriage-roads and bridle-paths. In the rivers and lakes trout are plentiful, and of a size unheard of else-

The Point of the Glacier, Showing Sir Donald

where, and in the hills and forests roam deer, mountain sheep and goats. The general altitude of the valley is about 4,500 feet. Roads have been built in every direction, one going seven miles northward to Devil's lake, an extremely deep sheet of water, walled in by tremendous cliffs, and overlooked by that remarkable peak, the Devil's Head, which forms a well-known landmark, since it is visible far out upon the plains. The fishing here is unrivalled, and the scenery grand. A small inn on the bank of the lake affords a convenient headquarters for sportsmen, and source of supply for camping parties, and a little steamer plies between Banff and Devil's lake, giving access to the best points, and a fine view of the surroundings.

A second halting-place is furnished by the Company's hotel at Field, at the western exit of the Kicking Horse Pass. This hotel is right at the base of Mt. Stephen, and is surrounded by the loftiest peaks of the Rockies. For mountaineering excursions, the hunting of big game or sketching expeditions it has amost advantageous situation.

The Glacier Hotel, at the summit of the Selkirks, is another place of rest and recreation which the tourist should not omit It is placed high up among forested mountains near the source of the Illicilliwaet, and within twenty minutes' walk of the Great Glacier of the Selkirks. This hill of ice is reached by an excellent path, and it is an easy matter to ascend the rocky walls and moraines that hem it in or to climb upon the glacier itself. Other paths and roads lead to chosen points of view upon other mountains. The hotel itself is a Swiss chalét, in the midst of ornamental grounds, and is kept in a first-class way. No locality will better repay exploration than this.

At North Bend, in the midst of the Fraser canyon, a similar hotel has been placed, in the neighborhood of which many attractions in the way of fine scenery and good sport exist.

The western terminus of the road is reached at Vancouver on Burrard Inlet, a few miles north of the mouth of the Fraser, on the sixth day after leaving Montreal. This new seaport is only four years old, yet it has 9,000 inhabitants and a flourishing commerce. Its site, overlooking the Gulf of Georgia and the snowy ranges on the shores of Puget Sound, southward, and Burrard Inlet and the Cas-

Cariboo Road Bridge over the Fraser River.

cades, northward, is a most admirable one; and in the neighborhood a great variety of sport is obtainable. Upon a hill commanding the best and widest view the Company has erected a magnificent hotel, which is conducted in a princely way, and will satisfy the most fastidious critic.

From Vancouver a daily steamer of the Canadian Pacific Navigation Company enables the traveller to cross through the archipelagoes of the straits of Georgia and Fuca to Victoria, on Vancouver Island, the capital of the province of British Columbia. This is most charmingly situated at the extremity of a miniature rocky harbor, near the entrance of which stands the government house within its beautiful park. A native Indian village occupies the other bank of the channel, while the business part of the town has overspread an elevated peninsula at the head of the harbor. At a little distance from the centre of the city a reservation, supposed to be guarded by some ancient fortifications and half-dismantled cannon, overlooks the straits of Fuca, and gives a view of the Olympic range on the southern shore of the strait and of the great Cascade range, in Oregon. This is the city's park, and a remarkably pleasant spot it is.

Victoria is one of the most important ports of entry north of San Francisco, and does a large business with the interior of the island and with the mainland. It is connected by railway with the Nanaimo coal region, northward; and with Esquimalt, three miles distant, which is the rendezvous of the British navy in the North Pacific, and a very interesting place. Lines of steamers give regular communication between Victoria and every port on the Pacific coast from San Francisco to Sitka.

B. The Great Lakes Route.—Owen Sound to Port Arthur and Pleasure Resorts on the Upper Lakes.—These tours by steamers on Lakes Huron and Superior may begin with a railway journey from Montreal by the way of Ottawa and Carleton Junction, or by the direct line through Smith's Falls to Toronto. Thence a branch railway is followed northward over the Caledon grades and through the rich farming country of central Ontario to Owen Sound, a port at the southern extremity of Georgian bay, overlooking a beautiful combination of land and water. At Owen Sound the traveller

The Great Glacier.

embarks upon one of the Clyde-built steamers of the Canadian Pacific Steamship Line, magnificent vessels of 2,000 tons burden, with elegantly appointed and comfortable upper-cabin staterooms, illuminated throughout by electric light and reminding one of the floating palaces of the Atlantic by the magnificence of their appointments, voyages past the forested headlands of Georgian bay, and along the southern shore of the great Manitoulin and other islands, to St. Mary's river by which the overflow from Lake Superior is conducted into the lower lakes. This river is a narrow and winding stream beset with forested hills and interrupted by islands that lend a pleasing variety to the scenery. At the rapids, named Sault Ste. Marie by the French mariners almost three centurtes ago, magnificent locks have been constructed on the American side, by means of which the steamer is lifted to the level of Lake Superior, and on the Canadian side the Canadian Government is also constructing large locks for the same purpose. The towns of Sault Ste. Marie have grown up at this point, where three great railways now converge, the Sault Ste. Marie branch of the Canadian Pacific crosses the rapids by a fine bridge. These railways have given a great impetus to the towns on both sides of the river, and they are rapidly becoming most important commercial centres and popular summer resorts. On the Canadian side are several large hotels, and a few seasons should see this one of the most frequented of the lake points. While the steamer is passing through the locks passengers have an opportunity of going ashore, getting a glimpse of the busy town, inspecting the locks, the new water-power canal works, and visiting the fine rapids which form a magnificent picture and a famous white-fishing ground between the Canadian and American towns. Running the rapids in an Indian boat is an exciting adventure, indulged in by many visitors.

The tour from Owen Sound to Sault Ste. Marie can be varied by taking the steamer which leaves Owen Sound every Tuesday and Friday, and follows the inland channel among the ten thousand islands north of Manitoulin island, calling at way-ports both on the mainland and Manitoulin and St. Joseph islands, the new hotel resorts, and consuming about two days in a delightful voyage, considered by many to be more attractive than the trip down the River St. Lawrence.

From Sault Ste. Marie a side-trip may be made by steamboat to Mackinac island, Mich., and return. Leaving "The Soo" in the morning, the steamer retraces the former course to the mouth of St. Mary's river—sixty miles of constant delight as the boat winds with the crooked stream in and out among the hills and forested islets. Drummond island, at the mouth of the river, is passed upon the left by way of the Detour strait, after which the steamer turns westward along the northern shore of Lake Huron, passing the curious Chenaux islets, beloved of fishermen and campers, and reaching Mackinac about three in the afternoon.

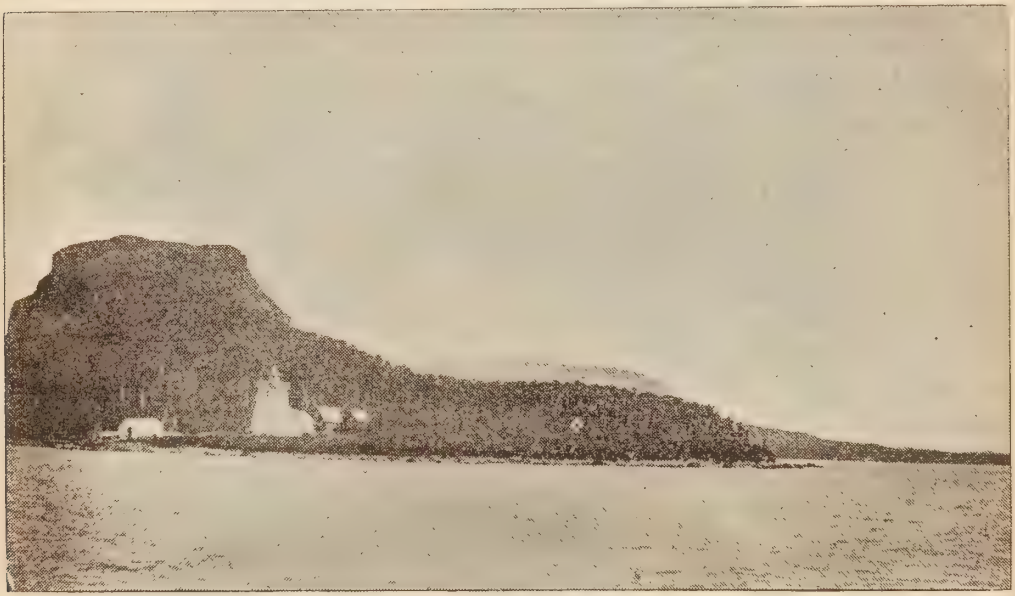
The praises of Mackinac have been written by many able pens, ever since it first became a trading-post, fort and mission station in the old, old days of Jesuit and fur-trading adventure, when these lakes were first explored by the emissaries of Champlain, and all its wonderful attractions are now rendered easily accessible by the delightful July and August excursions *via* the Canadian Pacific Railway's handsome lake steamers. The island stands at the western extremity of Mackinaw straits, by which Lakes Michigan and Huron interchange their waters. It contains about three and a half square miles, more than half of which is reserved as a national park and military reservation, occupied by a garrison of U. S. troops. To the Hurons it was the "island of giant fairies" and the home of the numerous legends which Longfellow has woven into his poem *Hiawatha*. Schoolcraft, the historian of the aboriginies, had his home here, and in his *Journal*, written in 1820, will be found a large amount of information concerning the locality. "On the edge of a precipice of white limestone, 155 feet high, just back of the town, is the fort, which, in picturesque beauty of location, has no rival among all the fortresses of the United States; and the world affords no grander sight than a sunrise or sunset from the fort, the great globe of crimson and gold seeming at its rising to burst up from the bosom of Michigan Lake, casting a million prismatic tints of glorious light on wave and sky. Arch Rock is one of the wildest, weirdest, sublimest freaks of nature's handiwork in sculpture. The chisel prints of untold ages of whirling waters are all over it. It projects from the face of a cliff 200 feet high, a gigantic bay-window of stone, supported by a mighty arch 149 feet high at its

summit. The rim or wall of the bay-window is about three feet wide, and it bulges out some twenty feet from the cliff, overhanging the blue-green water of the lake a dizzy depth below. The view from the summit of the arch takes in a glorious sweep of fifty miles. Across a narrow strait Bois Blanc island looms up with its lighthouses, and forests of white birch, while twelve miles off to the north-east can be

Arch Rock, Mackinac.

seen the upper part of the Chenaux islands, an enchanting archipelago of some seventy-five or eighty islands, varying from two miles in length to mere green specks a few hundred feet across, dotting the crystal waters which rush by, fifteen fathoms deep at the shore, and swarming with whitefish, bass, pickerel, gamey maskinonge and lake trout."

From Sault Ste. Marie, all the other pleasure resorts, fishing stations and lumber ports, in northern Michigan and Wisconsin, can easily be reached by rail or steamer; while the steamers sailing to Chicago and to the various cities and landing places along the shores



THUNDER CAPE.

of Lake Michigan, either stop at Mackinac or at a closely neighboring port. The route by rail from Sault Ste. Marie to St. Paul and Minneapolis, is described in the next section. To Marquette, Ashland and Duluth tickets are issued either by steamer running along the south shore of Lake Superior, or by the Duluth, South Shore & Atlantic Ry.

Leaving Sault Ste. Marie at 11.30 a.m. for Port Arthur, the Canadian Pacific steamship takes its course directly across the widest part of Lake Superior, and early next morning comes within sight of the

rocky bluffs of Isle Royale, and the tremendous purple promontory of Thunder cape. This turreted headland shelters the large indention of Thunder bay and affords a grand harbor, which has been taken advantage of to form the principal ports upon the north shore of the lake—Port Arthur and Fort William. The tourist enjoys an interval of some hours at Port Arthur between the arrival of the steamer and the departure of the west-bound Transcontinental train; and if he cares to stop over here he can find excellent trout-fishing and much other sport and out-door amusement in the neighborhood; or he can go by rail to Nepigon, 65 miles west—to which fishing-resort this lake-tour forms an excellent means of access.

C. "The Soo" Route.—With the beginning of the tourist season there will be opened a new and direct, and at the same time interesting all rail route by the way of Sault Ste. Marie to St. Paul, Minneapolis, and the Northwest generally. This route is by the main line of the Canadian Pacific westward to Sudbury, thence by their Sault Ste. Marie branch, passengers from Western Ontario reaching Sudbury by way of Toronto and North Bay. Sudbury is 60 miles west of Lake Nipissing and in the midst of rocky hills abounding in copper and gold. The Sault Ste. Marie branch of the Canadian Pacific Railway here diverges and takes a southwesterly course through a broken and forested country, drained by many swift streams in which trout are plentiful, and passes for a hundred miles along the northern shore of Lake Huron, where the scenery is wild and rugged in the extreme.

The St. Mary's river is crossed just above the *Sault* (or rapids) by a fine steel bridge, 3,000 feet in length, which connects the Canadian and American towns. This locality has already been described, as well as the means of reaching points of interest in its neighborhood.

The new Minneapolis, St. Paul & Sault Ste. Marie Ry., by which this route is continued westward, passes through the northern peninsula of Michigan, long celebrated for its lumbering and mining industries, and as an exceptionally good locality for deer, grouse and fish. The immensity of its forests and the rough beauty of its scenery, and the number of rarely visited waters, make it the beau-ideal of a hunting ground for those who care to overcome a certain amount of hard work in connection with their sport.

After skirting the northern shore of Lake Michigan and passing Manistique, Gladstone, Pembine, etc., near all of which good sport can be had with grouse, squirrels, and trout, the line crosses the State of Wisconsin through a country varied with dense forest, rolling prairies, large farms and park-like expanses, offering an ever-changing prospect.

The marvels of the "Dalle Country" of Wisconsin are well known, and it must be remembered that that portion of the State is not by any means the only beautiful one. Sportsmen and fishermen can hardly go amiss along this line. Every running stream, and they are surprisingly numerous, is stocked with trout; in the lakes are plenty of bass and lunge; deer are abundant everywhere; bears are common at many points; ruffed grouse and chickens abound in the thickets and on the prairies, and black and grey squirrels are plentiful in the woods. The stations of Rhinelander, Prentice, Cameron and Turtle Lake are all good points, as are many of the smaller stations between them. Fifty-two miles east of the twin cities of St. Paul and Minneapolis is the St. Croix river, with its beautiful dalles and falls; the station is St. Croix Falls, and this spot will well repay a close scrutiny. Sport in the vicinity is also excellent.

The now nearly united cities of St. Paul and Minneapolis are situated at the head of navigation on the Mississippi river, and are the chief cities of Minnesota and the Northwestern States. The immense flour and lumber mills of Minneapolis are known all over the world, and there are many other things to interest the tourist. The scenery is not surpassed by anything in that portion of the States, and, among other attractions, the lovely Lake Minnetonka and the Falls of Minnehaha are close at hand.

Northward from Minneapolis the route follows the line of the St. Paul, Minneapolis & Manitoba Ry. down the valley of the Red River. Manitoba is entered at Gretna, on the left bank of the river, and the stream is closely followed to Winnipeg. Tickets to Pacific coast points, to Banff and to Winnipeg, are issued by this route.

D. "The Soo" Lake Route.—In this case the trip is via the Transcontinental line from Montreal to Sudbury, thence southwesterly, for several miles along the shore of the Spanish river, and on-

ward through a wild region to the North Channel, north of Grand Manitoulin island on Lake Huron, to Algoma Mills, where lake steamers call on their way to different ports on Grand Manitoulin and Cockburn islands. Continuing on the route follows the lake shore, crossing several streams, and passing the once famous Bruce mines, where formerly were extensive copper mining operations, and thence through Garden River to Sault Ste. Marie, from which point the trip is completed by Canadian Pacific Railway steamer directly across the widest part of Lake Superior to Port Arthur, as already referred to in route B. At Port Arthur the Transcontinental line for Winnipeg and across the North-West Territories to the Pacific coast is again followed.

E. The Route via Chicago.—A fifth choice of routes to the Northwest is offered in the form of a ticket reading to Winnipeg, or beyond, by the way of Chicago. This goes from Montreal to Toronto and St. Thomas, Ont., by Ottawa, or by the direct line of the C.P.R. At St. Thomas, Ont., the Canadian Pacific system is left, and that of the Michigan Central entered upon. This carries the traveller to Windsor, where through cars are taken across the river upon a ferry-boat and attached to the train of the Michigan Central Railroad running from Detroit to Chicago.

This favorite line passes through the most populous and best cultivated part of southern Michigan, traversing many large and handsome towns, each the centre of rich farming and fruit-raising districts, such as Ypsilanti; Ann Arbor, the site of the state university; Jackson, a prominent manufacturing place; Albion and Marshall; Kalamazoo, a railroad centre and fruit market; Niles, noted for the fine peaches and pears grown in its neighborhood; Michigan City, where Lake Michigan is first seen, and whence enormous quantities of lumber are shipped; and enters Chicago at the foot of Lake street.

From Chicago there is a choice of six railroad routes to St. Paul, each giving an excellent opportunity for inspecting the prairie farms which have made the states of Wisconsin and Minnesota rich and powerful commonwealths within the last quarter of a century; while some of the lines, passing for a long distance along the banks of the

Mississippi river or some of its larger tributaries, afford a constant succession of most charming pictures. Beyond St. Paul and Minneapolis the route to Winnipeg is the same as that described in route C.

II.

Tours on the Pacific Coast.

From Vancouver or Victoria steamers depart every three weeks for Japan and China; about every tenth day for Alaska; once a week to other ports on Puget sound, making daily connections at Tacoma with trains for Portland and San Francisco; and daily to Port Townsend, Seattle, Tacoma, and San Francisco.

Tourist-tickets are arranged to reach and return from nearly all these points; while a long list of tours includes a greater or less portion of the Pacific coast in course of returning eastward by some of the American lines of railway referred to hereafter.

A. The Tour to Alaska.—The tour to Alaska is made from Victoria, in comfortable steamers especially fitted for this trip, and occupies from two to four weeks. The voyage is altogether in the quiet waters of sheltered bays and straits, protected from the gales and great waves of the outer Pacific by the barrier of islands that everywhere form a skirmish line in advance of the mainland of the north Pacific coast.

From Victoria the steamer passes around into the gulf and thence northward, past the great headlands that separate the fiords reaching far inland toward the Cascade mountains, until it reaches the narrow channels that separate the island of Vancouver from the mainland shore. Here lofty hills approach closely to the water's edge, and the steamer pursues its way through devious channels whose banks of living green are within gunshot on either hand. These shores are the dwelling-place of Indians whose curious houses are to be seen along the beach, and whose finely-carved canoes come out to meet the steamer as she passes, or are encountered on their fishing or trading excursions. Metakatla is one of the first stopping places.

GORGE OF THE HOMATHCO RIVER.

Crossing bays and sounds, threading its way through channels sometimes so narrow that the yard-arms of the vessel almost touch the cliffs on one side or the other, and yet deep and safe, the voyager is carried out of British Columbian waters into those of Alaska. Gradually a more sombre and imposing style of scenery supersedes the softer pictures of the lower coast. Rude and lofty mountains, their tops covered with snow, bound the view at the end of every inlet. White masses of decaying ice will be met floating in the water, and presently glaciers are seen pushing downward from the great gulches that separate the mountains until they dip into the very surf at the head of some deep indentation. The farthest point of this wonderful voyage is reached in Icy bay, where a collection of glaciers, filling the hollows of a group of mountains, concentrates into one vast body of ice, presenting a seawall miles in length, whence gigantic masses are continually splitting off to float away as icebergs and melt in the warm water outside. Descriptive language has been almost exhausted in the attempt to portray to those who have not seen it the novelty and sublimity of this far northern bay. Probably there is no part of the world now accessible to tourists which would yield so much satisfaction, for the expenditure of time and money required, as the journey through these archipelagoes and into this home of the glaciers.

On the return voyage Sitka is visited and an entirely new series of islands and channels is seen, as the steamer makes its way from this to that stopping place until Vancouver is again in sight. Many Indian villages, mining settlements and fishing stations are visited, on either the outward or homeward voyage, giving abundant opportunity for fishing, hunting, or collecting Indian curiosities.

B. To Tacoma, W. T., and Portland, Ore.—This tour is by steamer from Vancouver or Victoria, up Puget sound to Tacoma, and by rail from Tacoma to Portland.

The boats on Puget sound are fast and elegant steamers, which traverse all parts of this remarkable interior sea, giving varied and most interesting views of the lofty Coast range of mountains, with Baker in the north and Mount Tacoma in the south, rising 14,000 feet above the water, so near at hand that their full height is perceived, and on

On the Coast of British Columbia.

calm days is brilliantly reflected in the surface of the bay. Port Townsend, the first stopping place, is on the peninsula between Puget sound and the ocean, and nearly at the base of the Olympic mountains. It has a sheltered harbor, a delightful situation and is the port of entry for the district. Seattle, on the eastern shore of the Sound, is the largest town in Washington Territory, and has in its neighborhood extensive coal mines, and boundless forests yielding that gigantic Douglas fir with which the traveller has become familiar in British Columbia. A railway passes from Seattle over the Cascade mountains into the upper valley of the Columbia, and a second is in process of construction northward. Tacoma is a rapidly growing town at the extremity of the Sound, where the main line of the Northern Pacific terminates. It is supported by extensively cultivated valleys, in which the raising of hops is a very important feature, and surrounded by forests that produce vast quantities of lumber; the fisheries of Tacoma and other ports on Puget sound are also important.

From Tacoma the main line of the Northern Pacific extends southward to Kalama, on the Columbia river, where the train is ferried across that noble watercourse. This journey is a very interesting one; and the ferriage over the Columbia, and subsequent run along its banks into Portland, are particularly delightful. Mount St. Helens, Mt. Hood and many other snowy heights are constantly in view. To Olympia, the capital of Washington Territory, access can be had by rail or steamer from Tacoma.

C. To San Francisco Overland—The "Shasta Route."—This new route between Vancouver and San Francisco, opened in 1887. now furnishes a most interesting and comfortable method of travel between Puget sound and California. The passage by steamer and railway from Victoria or Vancouver to Portland, Oregon, has just been described.

Portland is the largest city in Oregon, and has more the appearance of an eastern town than any other on the Pacific coast. Its business is very large, and it is surrounded by an extensive agricultural country, while the lumbering, mining and fishing interests of the whole lower Columbia valley are tributary to its prosperity. It is

Seymour Narrows, on the Coast of British Columbia.

the real western terminus of both the Northern and Union Pacific railways, and has several local roads and lines of steamers. Within sight are Mt. Hood and other giants of the splendid Cascade range; and the vicinity offers much that is entertaining and easily accessible.

The overland or "Shasta" route from Portland to San Francisco, 730 miles, is by the Southern Pacific system. The station is in East Portland across the Willamette river from Portland. This river is followed nearly to its source. The valley is broad and highly productive of wheat, fruit and other crops. Salem, the capital of Oregon, and Albany, are the principal stations. Westward lie the rude forest-grown hills of the Coast range, but eastward the Cascades rise far above the forest-line in a snow-capped sierra of volcanic cones, of which the highest are Mts. Hood and Jefferson, the Three Sisters and Mts. Scott and Pitt. As the valley is almost at sea-level these mountains appear to be higher than they really are, while their symmetry and exceeding snowiness make the long range an object of extraordinary beauty. Toward the boundary of California a rougher country, among the Calapooia and Rogue River mountains, is traversed. These rough hills abound in crags and canyons, and are overgrown with luxurious vegetation, giving them great beauty, while their warm valleys are utilized by farms and orchards, concentrating here and there into a line of thriving towns, such as Roseburg, Ashland and Montague.

The most conspicuous feature of the whole trip is now approached, in Northern California—Mt. Shasta. This is the loftiest summit between Mt. Whitney, in the southern part of the state, and Mt. Tacoma on Puget sound; and one of the highest on the continent, its main peak standing 14,442 feet above the sea. The railway passes close to its base, and the cone is in sight for several hours under varying but always beautiful aspects. Sisson's, where breakfast is eaten, and the whole length of Strawberry Valley give particularly fine views of the whole Shasta cluster of peaks; "and whether it be in the steel-gray dawn of morning, when the sun tips the peaks with gold, or in the broad glare of the noonday light, or the warm flush of the fading twilight, here is the point to study Shasta." Shasta is a quiescent volcano, now covered deeply with glaciers and snowfields. It has

often been climbed, even by ladies, and guides and appliances for doing so are to be had. July, August and September form the proper season for an ascent; and with suitable precautions the danger is small. There are plenty of most desirable stopping places near Shasta, where sport and every sort of out-door recreation can be enjoyed.

The remainder of the journey is down the picturesque and populous valley of the Sacremento river, to Sacremento, the capital of the state, in the heart of its old gold-mining and present wheat-growing valleys; and thence to Oakland, where a ferry-boat transports the tourist to San Francisco.

D. To San Francisco by Sea.—This tour is from Vancouver to Victoria, and thence by a steamer of the Pacific Coast Steamship Company is southward on the broad Pacific direct to San Francisco. Three and a half days are required for the passage. The coast is in sight for a good part of the way; but the lofty broken rocks of Cape Flattery, on the southern side of the entrance to the Straits of Fuca, and the Golden Gate are the only features likely to be seen with any distinctness.

III.

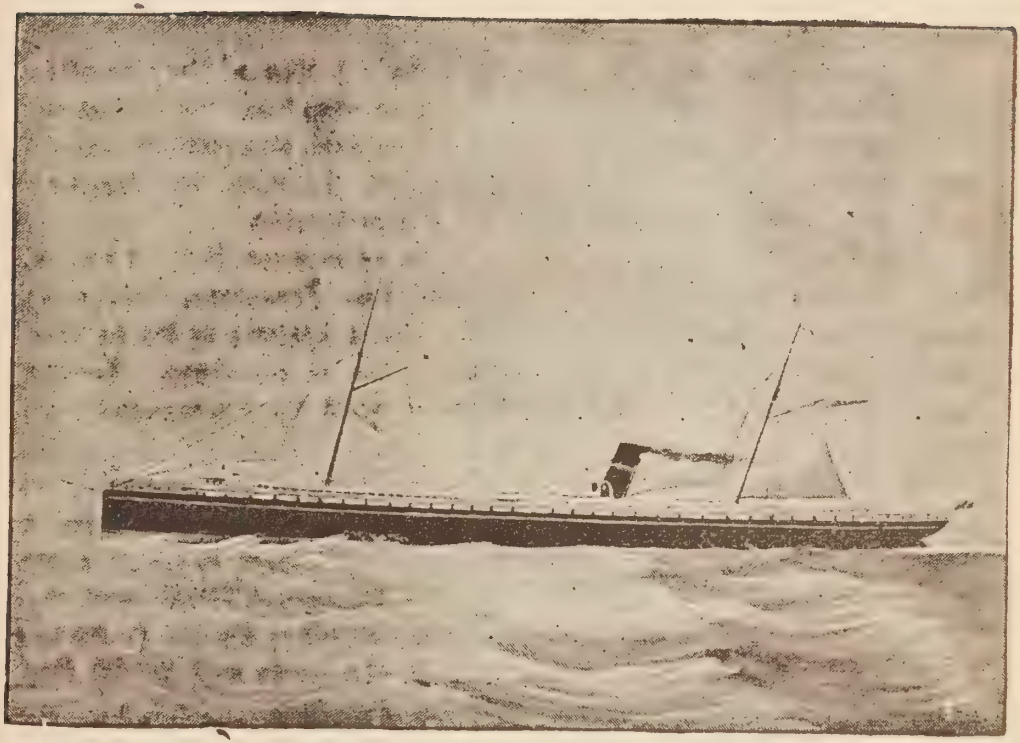
Alternate Routes Returning from the Pacific Coast.

An examination of the List of Western Tours printed herewith shows that tickets are issued by the Canadian Pacific Railway good to return by almost every conceivable route. If the Northern Pacific be chosen from Tacoma or Portland, the passenger gets a view of the Columbia valley and has an opportunity to visit Yellowstone Park by stopping off at Livingston, Montana. Returning from Portland by the Union Pacific (Oregon Short Line), he crosses the weird deserts of Idaho, and sees the volcanic canyons of the Snake River country, and the plains of Wyoming and Nebraska.

From San Francisco the return may be by the Shasta route and the Canadian Pacific; or the Shasta route and Northern or Union Pacific from Portland; or by the old "Central-Union" (Southern) Pacific route, via Sacremento, Ogden and Omaha. Or he may take the Southern Pacific to Ogden, and then the Denver & Rio Grande to

Denver. This is an especially attractive line. It passes through Salt Lake City, crosses the Wahsatch Mountains; gives a glimpse of the Mormon villages and the curious scenery of the dry Green River basin; and then crosses the Rockies through a series of astonishingly lofty passes and amazingly deep river-gorges, quite different from anything to be seen on any other railway in the United States. From Denver, he may choose one of four routes to the Missouri river.

Through southern California a variety of routes is offered for selection. One, by the Southern Pacific, takes him to Los Angeles, and then across Arizona through the old Mexican settlements and modern mining towns to El Paso in Texas, and so on to Galveston and New Orleans, or to Fort Worth and St. Louis; or he may leave the Southern Pacific at Deming, N.M., and ride over Raton Pass and through Kansas in the cars of the Atchison, Topeka & Santa Fe to Kansas City, or (from Halstead) by the St. Louis & San Francisco to St. Louis. Lastly, he may go by the Southern Pacific from San Francisco to Los Angeles, or Mojave, in southern California, and then by the Atlantic & Pacific, through the strange Indian pueblos and the canyons of northern Arizona and New Mexico to Albuquerque, where this road joins the A. T. & S. F's system.



Canadian Pacific Railway Steamship.

SPECIAL INFORMATION

IN CONNECTION WITH

WESTERN TOURS

Tourists ticketed from points not on the line of the Canadian Pacific Railway must begin their journey on that line at either of the following junction points, viz.: Quebec, Montreal, Newport, St. Johns, Que., Vanceboro, Me., Prescott, Brockville, Toronto, St. Thomas, North Bay, Sault Ste. Marie, Port Arthur or Gretna.

The Time Limit on Tourist Tickets to Vancouver, B.C., Victoria, B.C., Tacoma, W.T., Portland, Ore., and San Francisco, Cal., is six months from the date of purchase, the going journey as far as Vancouver to be made within 60 days from date of purchase. Tourist Return Tickets to Banff Hot Springs are good for six months from date of issue.

The route of Western Tours going or coming by rail between Port Arthur or Sault Ste. Marie and points in Western Ontario, west of Sharbot Lake and Kingston, will be via the Ontario Route, *i. e.* via the Northern & North-Western Division of the Grand Trunk Railway, between Toronto and North Bay, thence Canadian Pacific Railway; from east of Sharbot Lake and Kingston the route will be All Rail Canadian Pacific Railway via Carleton Junction. **Pacific Coast** Tours reading from east of Sharbot Lake and Kingston will be made to read either via Carleton Junction or Ontario Route, as passengers may select.

The route of Western Tours **from Boston** will be by the Montreal & Boston Air Line to Montreal, thence Canadian Pacific Railway; **from St. John, N.B.,** by the New Brunswick Railway to Vanceboro, thence Canadian Pacific Railway New Short Line through Maine.

Rates quoted for Tours returning from Vancouver, Victoria, Tacoma and Portland, Ore., through Gretna, St. Paul and Chicago,

will, when desired at time of purchase, be made applicable on Tours returning via Tacoma or Portland and the Northern Pacific Railway to St. Paul, or via Portland and the Union Pacific Railway to Council Bluffs or Kansas City.

Rates quoted for Tours to San Francisco, Cal., returning through St. Paul, will, on request at time of purchase, be made to read back by United States Routes, via Omaha, Kansas City or St. Louis, etc., without additional charge.

Tours reading between St. Paul and the east via Chicago, will, when requested at time of purchase, be made applicable by the Minneapolis, St Paul & Sault Ste. Marie Railway, thence Canadian Pacific Railway, or via Canadian Pacific Steamship Line to Owen Sound, and Canadian Pacific Railway.

Rates quoted herein for Western Tours from Sault Ste. Marie, unless otherwise stated, will be via Canadian Pacific Steamship Line to Port Arthur, thence as shown in details of route.

Return Tourist Tickets to Port Arthur or any point west thereof, via Port Arthur, will, if desired, be made good to go either via Canadian Rail Routes or via the Lake Routes between Owen Sound and Port Arthur or Sault Ste. Marie and Port Arthur, and should tourist desire to alter his route on return from Rail to either of the Lake Routes or *vice versa*, he can do so, without extra charge, on application to agent of the Canadian Pacific Railway at Port Arthur or Sault Ste. Marie.

Tickets or coupons between Owen Sound and Sault Ste. Marie, and Owen Sound and Port Arthur, in either direction, reading over the Canadian Pacific Steamship Line, will be available for passage between Owen Sound and Sault Ste. Marie either by the *Through* Canadian Pacific Steamship Line running between Owen Sound and Sault Ste. Marie direct, or by the *Local* Canadian Pacific Steamship Line running north of Manitoulin Island and calling at intermediate ports.

Berths in Steamships of the Canadian Pacific S.S. Line can be procured through ticket agent when purchasing ticket, or through city ticket offices at Toronto, Port Arthur or Winnipeg.

Berths in Alaska steamships can be procured through ticket agent, from General Passenger Agent, Canadian Pacific Railway, Montreal.

Western Tours

—TO THE—

UPPER LAKES, THE NORTH-WEST

AND THE

PACIFIC COAST

Alaska (Sitka, Glacier Bay, etc.) and Return

ROUTE R 200 — Rates as follows:

From	Boston,	$233.00	From	Brockville	$212.20
"	St. John, N. B.	236.35	"	Toronto	205.00
"	Quebec	223.35	"	London	205.00
"	Montreal	218.35	"	St. Thomas	205.00
"	Ottawa	212.90	"	Niagara Falls	205.00
"	Prescott	212.90	"	Sault Ste. Marie	190.00

From Port Arthur.....$175.00

Canadian Pacific Ry	to Port Arthur	14
Canadian Pacific Ry	" Vancouver	15
Canadian Pacific Nav. Co	" Victoria	17
†Pacific Coast Steamship Co	" Sitka, etc	68

Return same route. R

Alaska (Sitka, Glacier Bay, etc.) and Return R W

ROUTE R 201 — Rates same as for Route R 200

Canadian Pacific Ry	to Port Arthur	14
Canadian Pacific Ry	" Vancouver	15
Canadian Pacific Nav. Co	" Victoria	17
†Pacific Coast Steamship Co.	" Sitka, etc	68
†Pacific Coast Steamship Co.	" Victoria	68
Canadian Pacific Nav. Co	" Vancouver	17
Canadian Pacific Ry	" Port Arthur	15
†Canadian Pacific Steamship Line	" Owen Sound	18
Canadian Pacific Ry	" Starting Point	14

† Meals and Berths included.

Alaska (Sitka, Glacier Bay, etc.) and Return

ROUTE R 202

Rates as follows:

From Boston	$233.00	From Prescott	$220.00
" St. John, N. B	240.00	" Brockville,	219.30
" Quebec	230.45	" Toronto	211.30
" Montreal	225.45	" London	211.30
" Ottawa	220.00	" St. Thomas	211.30

From Niagara Falls.....$211.30

Canadian Pacific Ry	to Owen Sound	14
†Canadian Pacific S. S. Line	" Port Arthur	18
Canadian Pacific Ry	" Vancouver	15
Canadian Pacific Nav. Co.	" Victoria	17
†Pacific Coast Steamship Co.	" Sitka, etc	68
†Pacific Coast Steamship Co.	" Victoria	68
Canadian Pacific Nav. Co.	" Vancouver	17
Canadian Pacific Ry	" Gretna	16
St. Paul, Minneapolis & Manitoba Ry	" St. Paul	95
Choice of six railways	" Chicago	*
Michigan Central Rd	" St. Thomas	54
Canadian Pacific Ry	" Starting Point	14

*1 or 22 or 23 or 24, 25, 26 or 107 or 112.

Same rates will apply via St. Paul and Sault Ste. Marie, returning.

Ashland, Wis., and Return

ROUTE R 203

Rates as follows:

From Boston	$ 55.55	From Prescott	$ 42.00
" St. John, N. B	62.55	" Brockville	41.40
" Quebec	52.00	" Toronto	32.00
" Montreal	47.00	" London	32.00
" Ottawa	43.70	" St. Thomas	32.00

From Niagara Falls.....$34.25

Canadian Pacific Ry	to Owen Sound	14
†Canadian Pacific Steamship Line	" Sault Ste. Marie	18
†Lake Sup. Trans. Co., or L. M & L. S. T. Co.	" Ashland	46 or 179

Return same route. R

Ashland, Wis., and Return R W

ROUTE R 204

Rates as follows:

From Boston	$ 64.55	From Prescott	$ 51.00
" St. John, N. B	71.55	" Brockville	50.40
" Quebec	61.00	" Toronto	41.00
" Montreal	56.00	" London	41.00
" Ottawa	52.70	" St. Thomas	41.00

Canadian Pacific Ry	to Owen Sound	14
†Canadian Pacific Steamship Line	" Sault Ste. Marie	18
†Lake Superior Transit Co	" Ashland	46
†Lake Superior Transit Co	" Detroit	45
Michigan Central Rd	" St. Thomas	54
Canadian Pacific Ry	" Starting Point	14

† Meals and Berths included.

Banff Hot Springs and Return

R W

ROUTE R 205

Rates as follows:

From	Boston	$118.00	From	Prescott	$105.50
"	St. John, N.B	125.00	"	Brockville	104.70
"	Quebec	114.00	"	Toronto	97.50
"	Montreal	109.00	"	London	97.50
"	Ottawa	105.50	"	St. Thomas	97.50

Canadian Pacific Ry	to	Port Arthur	14
Canadian Pacific Ry	"	Banff Hot Springs	15
Canadian Pacific Ry	"	Gretna	16
St. Paul, Minneapolis & Manitoba Ry	"	St. Paul	95
Choice six railways	"	Chicago	*
Michigan Central Rd	"	St. Thomas	54
Canadian Pacific Ry	"	Starting Point	14

*1 or 22 or 23 or 24, 25, 26 or 107 or 112.

Same rates will apply via St. Paul and Sault Ste. Marie, going or returning.

Banff Hot Springs and Return

R W

ROUTE R 206

Rates as follows:

From	Boston	$101.00	From	Toronto	$85.00
"	St. John, N.B	104.00	"	London	85.00
"	Quebec	90.00	"	St. Thomas	85.04
"	Montreal	90.00	"	Niagara Falls	85.08
"	Ottawa	90.00	"	Detroit	85.05
"	Prescott	90.00	"	Sault Ste. Marie	75.05
"	Brockville	90.00	"	Port Arthur	60.04

Canadian Pacific Ry	to	Owen Sound	10
†Canadian Pacific Steamship Line	"	Port Arthur	10
Canadian Pacific Ry	"	Banff Hot Springs	10
Canadian Pacific Ry	"	Port Arthur	10
Canadian Pacific Ry	"	Starting Point	10

Banff Hot Springs and Return

ROUTE R 207

Rates same as for Route R 206

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Port Arthur	18
Canadian Pacific Ry	"	Banff Hot Springs	15

Return same route. R

Banff Hot Springs and Return

ROUTE R 208 Rates same as for Route R 206, and from Winnipeg $40.00

Canadian Pacific Ry	to	Port Arthur	14
Canadian Pacific Ry	"	Banff Hot Springs	15

Return same route. R

† Meals and Berths included.

Banff Hot Springs and Return

ROUTE R 209 Rates as follows :

From	New Westminster	$30.00	From	Tacoma	$30.00
"	Vancouver	30 00	"	Seattle	30.00
"	Victoria	30.00	"	Portland	35.00

Canadian Pacific Ry.....to Banff Hot Springs 14
Canadian Pacific Ry..... ..... " Starting Point..... 14

The route from Victoria, Tacoma and Seattle is via the Canadian Pacific Navigation Company to Vancouver, thence as above. From Portland via the Northern Pacific to Tacoma, Canadian Pacific Navigation Company to Vancouver, thence as above ; returning same route.

Chicago, Ill., and Return

ROUTE R 210 Rates as follows :

From	Boston	$38.00	From	Ottawa	$31.00
"	St. John, N.B.	45.00	"	Prescott	30.70
"	Quebec	38.00	"	Brockville	30.00
"	Montreal	33.00	"	Toronto	23.00

Canadian Pacific Ry.... .....to St. Thomas..... 14
Michigan Central Rd..... " Chicago..... 54

Return same route. R

Chicago, Ill., and Return

ROUTE R 211 Rates as follows :

From	Boston	$60.55	From	Prescott	$47.00
"	St. John, N.B.	67.55	"	Brockville	46.40
"	Quebec	57 00	"	Toronto	37.00
"	Montreal	52.00	"	London	37.00
"	Ottawa	48.70	"	St. Thomas	37.00

From Niagara Falls.....$39.25.

Canadian Pacific Ry.....to Owen Sound..... 14
†Canadian Pacific Steamship Line..... " Sault Ste. Marie 18
†Lake Mich. & Lake Superior Trans. Co.... " Chicago 43

Return same route. R

Chicago, Ill., and Return R W

ROUTE R 212 Rates as follows :

From	Boston	$51.05	From	Prescott	$37.50
"	St. John, N.B.	58.05	"	Brockville	36.90
"	Quebec	47.50	"	Toronto	27.50
"	Montreal	42.50	"	London	27.50
"	Ottawa	39.20	"	St. Thomas	27.50

Canadian Pacific Ry.....to Owen Sound 14
†Canadian Pacific Steamship Line ..... " Sault Ste. Marie 18
†Lake Mich. & Lake Superior Trans. Co... " Chicago 43
Michigan Central Rd..... ..... " St. Thomas..... 54
Canadian Pacific Ry..... " Starting Point 14

†Meals and Berths included.

Chicago, Ill., and Return R W

ROUTE R 213

Rates as follows:

From	Boston	$49.80	From	Ottawa	$40.20
"	St. John, N.B.	56.80	"	Prescott	38.50
"	Quebec	48.50	"	Brockville	37.90
"	Montreal	43.50	"	Toronto	28.50

Canadian Pacific Ry	to	St. Thomas	14
Michigan Central Rd	"	Detroit	54
Detroit & Cleveland S. Navigation Co	"	Mackinaw City	28
†Lake Mich. & Lake Superior Trans. Co	"	Chicago	42
Michigan Central Rd	"	Detroit	52
†Lake Superior Transit Co	"	Buffalo	42
New York Central & H. R. Rd	"	Lewiston	60
Niagara Navigation Co.	"	Toronto	62
Canadian Pacific Ry	"	Starting Point	14

Chicago, Ill., and Return R W

ROUTE R 214

Rates as follows:

From	Boston	$54.35	From	Prescott	$40.80
"	St. John, N.B.	61.35	"	Brockville	40.20
"	Quebec	50.80	"	Toronto	30.80
"	Montreal	45.80	"	London	30.80
"	Ottawa	42.50	"	St. Thomas	30.80

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Sault Ste. Marie	18
Minneapolis, St. Paul & S. S. Marie Ry	"	Gladstone	175
Burns Transportation Co	"	Wharf	178
†Goodrich Transportation Co	"	Chicago	180
Michigan Central Rd	"	St. Thomas	54
Canadian Pacific Ry	"	Starting Point	14

Chicago, Ill., and Return R W

ROUTE R 215

Rates as follows:

From	Boston	$64.00	From	Prescott	$50.45
"	St. John, N.B.	71.00	"	Brockville	49.85
"	Quebec	60.45	"	Toronto	40.45
"	Montreal	55.45	"	London	40.45
"	Ottawa	52.15	"	St. Thomas	40.45

From Niagara Falls $42.70

Canadian Pacific Ry	to	Sault Ste. Marie	14
Minneapolis, St. Paul & S. S. Marie Ry	"	Pembine	175
Milwaukee & Northern Rd	"	Milwaukee	176
Chicago, Milwaukee & St. Paul Ry	"	Chicago	177
†Lake Michigan & Lake Superior Trans. Co.	"	Sault Ste. Marie	43
†Canadian Pacific Steamship Line	"	Owen Sound	18
Canadian Pacific Ry	"	Starting Point	14

† Meals and Berths included.

Chicago, Ill., and Return R W

ROUTE R 216 Rates as follows:

From	Boston	$55.00	From	Prescott	$41.45
"	St. John, N.B	62.00	"	Brockville	40.85
"	Quebec	51.45	"	Toronto	31.45
"	Montreal	46.45	"	London	31.45
"	Ottawa	43.15	"	St. Thomas	31.45

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Sault Ste. Marie	18
Minneapolis, St. Paul & S. S. Marie Ry	"	Pembine	175
Milwaukee & Northern Rd	"	Milwaukee	176
Chicago, Milwaukee & St. Paul Ry	"	Chicago	177
Michigan Central Rd	"	St. Thomas	54
Canadian Pacific Ry	"	Starting Point	14

Columbia Lakes, B. C., and Return

ROUTE R 217 Rates as follows:

From	Quebec, Montreal, Ottawa, Prescott and Brockville	$104.60
"	Toronto, London, St. Thomas and Niagara Falls	99 60

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Port Arthur	18
Canadian Pacific Ry	"	Golden	15
Steamer Duchess	"	Columbia Lakes	102

Return same route. R

Duluth, Minn., and Return

ROUTE R 218 Rates as follows:

From	Boston	$55.55	From	Prescott	$42.00
"	St. John, N.B	62.55	"	Brockville	41.40
"	Quebec	52.00	"	Toronto	32.00
"	Montreal	47.00	"	London	32.00
"	Ottawa	43.70	"	St. Thomas	32.00

From Niagara Falls $34.25

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Sault Ste. Marie	18
†Lake Superior Transit Co	"	Duluth	46

Return same route. R

Duluth, Minn., and Return R W

ROUTE R 219 Rates as follows:

From	Boston	$65.80	From	Prescott	$54.50
"	St. John, N.B.	72.80	"	Brockville	53.90
"	Quebec	64.50	"	Toronto	44.50
"	Montreal	59.50	"	London	44.50
"	Ottawa	56.20	"	St. Thomas	44.50

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Sault Ste. Marie	18
†Lake Superior Transit Co	"	Duluth	46
†Lake Superior Transit Co	"	Buffalo	44
New York Central & H. R. Rd	"	Lewiston	60
Niagara Navigation Co.	"	Toronto	62
Canadian Pacific Ry	"	Starting Point	14

† Meals and Berths included.

Duluth, Minn., and Return R W

ROUTE R 220 Rates as follows:

From	Boston	$64.75	From	Prescott	$51.20
"	St. John, N.B.	71.75	"	Brockville	50.60
"	Quebec	61.20	"	Toronto	41.20
"	Montreal	56.20	"	London	41.20
"	Ottawa	52.90	"	St. Thomas	41.20

From Niagara Falls.....$43.45

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Sault Ste. Marie	18
†Lake Sup. Trans. Co. or L. M. & L. S. Trans. Co.	"	Duluth	46 or 179
Duluth, South Shore & Atlantic Ry	"	Sault Ste. Marie	115
Canadian Pacific Ry	"	Starting Point	14

Duluth, Minn., and Return

ROUTE R 221 Rates as follows:

From	Boston	$61.85	From	Prescott	$48.30
"	St. John, N.B.	68.85	"	Brockville	47.70
"	Quebec	58.30	"	Toronto	38.30
"	Montreal	53.30	"	London	38.30
"	Ottawa	50.00	"	St. Thomas	38.30

From Niagara Falls.....$40.55

Canadian Pacific Ry	to	Sault Ste. Marie	14
Duluth, South Shore & Atlantic Ry	"	Duluth	115

Return same route. R

Duluth, Minn., and Return

ROUTE R 222 Rates as follows:

From	Boston	$59.85	From	Prescott	$46.30
"	St. John, N.B.	66.85	"	Brockville	45.70
"	Quebec	56.30	"	Toronto	36.30
"	Montreal	51.30	"	London	36.30
"	Ottawa	48.00	"	St. Thomas	36.30

From Niagara Falls.....$38.55

Canadian Pacific Ry	to	Owen Sound	14
† Canadian Pacific Steamship Line	"	Sault Ste. Marie	18
Duluth, South Shore & Atlantic Ry	"	Duluth	115

Return same route. R

Duluth, Minn., and Return R W

ROUTE R 223 Rates as follows:

From	Boston	$60.55	From	Prescott	$47.00
"	St. John, N.B.	67.55	"	Brockville	46.40
"	Quebec	57.00	"	Toronto	37.00
"	Montreal	52.00	"	London	37.00
"	Ottawa	48.70	"	St. Thomas	37.00

From Niagara Falls.....$39.25

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Port Arthur	18
†Inman Steamship Line	"	Duluth	181
†Lake Sup. Trans. Co., or L. M. & L. S. T. Co.	"	Sault Ste. Marie	46 or 179
†Canadian Pacific Steamship Line	"	Owen Sound	18
Canadian Pacific Ry	"	Starting Point	14

† Meals and Berths included.

Duluth, Minn., and Return

ROUTE R 224

Rates as follows:

From Boston	$55.55	From Prescott	$42.00
" St. John, N B	62.55	" Brockville	41.40
" Quebec	52.00	" Toronto	32.00
" Montreal	47.00	" London	32.00
" Ottawa	43.70	" St. Thomas	32.00

From Niagara Falls.....$34.25

Canadian Pacific Ry	to Owen Sound	14
†Canadian Pacific Steamship Line	" Port Arthur	18
†Inman Steamship Line	" Duluth	181

Return same route. R

Duluth, Minn., and Return R W

ROUTE R 225

Rates as follows:

From Boston	$61.75	From Prescott	$48.20
" St. John, N.B	68.75	" Brockville	47.60
" Quebec	58.20	" Toronto	38.20
" Montreal	53.20	" London	38.20
" Ottawa	49.90	" St. Thomas	38.20

From Niagara Falls.....$40.45

Canadian Pacific Ry	to Sault Ste. Marie	14
†Canadian Pacific Steamship Line	" Port Arthur	133
†Inman Steamship Line	" Duluth	181
Duluth, South Shore & Atlantic Ry	" Sault Ste. Marie	115
†Canadian Pacific Steamship Line	" Owen Sound	18
Canadian Pacific Ry	" Starting Point	14

Harrison Hot Springs, B.C., and Return

ROUTE R 226

Rates as follows:

From New Westminster.....$5.00 From Victoria.....$8.00

From Vancouver.....$5.00

Canadian Pacific Ry	to Aggasiz	14
Canadian Pacific Ry	" Starting Point	14

The route from Victoria is via the Canadian Pacific Navigation Co. to Vancouver, thence as above; returning same route. Time limit, 30 days.

Mackinac Island, Mich., and Return

ROUTE R 227

Rates as follows:

From Boston	$45.20	From Ottawa	$33.35
" St. John, N.B.	52.20	" Prescott	31.65
" Quebec	41.65	" Brockville	31.05
" Montreal	36.65	" Toronto	21.65

Canadian Pacific Ry	to St. Thomas	14
Michigan Central Rd	" Mackinaw City	54
Mackinaw Transportation Co	" Mackinac Island	47

Return same route. R

† Meals and Berths included.

Mackinac Island, Mich., and Return

ROUTE R 228

Rates as follows:

From	Boston	$34.55	From	Ottawa	$22.70
"	St. John, N.B.	41.55	"	Prescott	21.00
"	Quebec	31.00	"	Brockville	20.40
"	Montreal	26.00	"	Toronto	11.00

Canadian Pacific Ry	to St. Thomas	14
Michigan Central Rd	" Detroit	54
Detroit & Cleveland Steam Nav. Co	" Mackinac Island	28

Return same route. R

During July and August only.

Mackinac Island, Mich., and Return

ROUTE R 229

Rates as follows:

From	Boston	$39.55	From	Prescott	$26.00
"	St. John, N.B.	46.55	"	Brockville	25.40
"	Quebec	36.00	"	Toronto	16.00
"	Montreal	31.00	"	London	16.00
"	Ottawa	27.70	"	St. Thomas	16.00

From Niagara Falls $18.25

Canadian Pacific Ry	to Owen Sound	14
†Canadian Pacific Steamship Line	" Mackinac Island, via Sault Ste. Marie	18
†Canadian Pacific Steamship Line	" Owen Sound direct	18
Canadian Pacific Ry	" Starting Point	14

On steamers leaving Owen Sound for Mackinac Island as advertised, in July and August via channel north of Manitoulin Island only.

Mackinac Island, Mich., and Return

R W

ROUTE R 230

Rates as follows:

From	Boston	$42.55	From	Prescott	$29.00
"	St. John, N.B	49.55	"	Brockville	28.40
"	Quebec	39.00	"	Toronto	19.00
"	Montreal	34.00	"	London	19.00
"	Ottawa	30.70	"	St. Thomas	19.00

Canadian Pacific Ry	to Owen Sound	14
†Canadian Pacific Steamship Line	" Sault Ste. Marie	18
Delta Transportation Co	" Mackinac Island	21
Detroit & Cleveland Steam Navigation Co.	" Detroit	28
Michigan Central Rd	" St. Thomas	54
Canadian Pacific Ry	" Starting Point	14

Mackinac Island, Mich., and Return

ROUTE R 231

Rates as follows:

From	Boston	$43.55	From	Prescott	$30.00
"	St. John, N.B.	50.55	"	Brockville	29.40
"	Quebec	40.00	"	Toronto	20.00
"	Montreal	35.00	"	London	20.00
"	Ottawa	31.70	"	St. Thomas	20 00

From Niagara Falls $22.25

Canadian Pacific Ry	to Owen Sound	14
†Canadian Pacific Steamship Line	" Sault Ste. Marie	18
Delta Transportation Co	" Mackinac Island	21

Return same route. R

† Meals and Berths included.

Mackinac Island, Mich., and Return R W

ROUTE R 232 Rates as follows:

From	Boston	$45.40	From	Prescott	$31.85
"	St. John, N.B.	52.40	"	Brockville	31.25
"	Quebec	41.85	"	Toronto	21.85
"	Montreal	36.85	"	London	21.85
"	Ottawa	33.55	"	St. Thomas	21.85

Canadian Pacific Ry	to	St. Thomas	14
Michigan Central Rd	"	Mackinaw City	54
Mackinaw Transportation Co	"	Mackinac Island	44
Delta Transportation Co	"	Sault Ste. Marie	27
†Canadian Pacific Steamship Line	"	Owen Sound	11
Canadian Pacific Ry	"	Starting Point	18

Mackinac Island, Mich., and Return R W

ROUTE R 233 Rates as follows:

From	Boston	$42.40	From	Ottawa	$30.55
"	St. John, N.B.	49.40	"	Prescott	28.85
"	Quebec	38.85	"	Brockville	28 25
"	Montreal	33.85	"	Toronto	18 85

Canadian Pacific Ry	to	St. Thomas	14
Michigan Central Rd	"	Detroit	54
Detroit & Cleveland Steam Navigation Co.	"	Mackinac Island	28
Mackinaw Transportation Co	"	Mackinaw City	47
Michigan Central Rd	"	St. Thomas	54
Canadian Pacific Ry	"	Starting Point	14

Marquette, Mich., and Return R W

ROUTE R 234 Rates as follows:

From	Boston	$52.55	From	Prescott	$39.00
"	St. John, N.B.	59.55	"	Brockville	38.40
"	Quebec	49.00	"	Toronto	29.00
"	Montreal	44.00	"	London	29.00
"	Ottawa	41.00	"	St. Thomas	29.00

Canadian Pacific Ry	to	St. Thomas	14
Michigan Central Rd	"	Detroit	54
†Lake Superior Transit Co	"	Marquette	45
†Lake Superior Transit Co	"	Sault Ste. Marie	46
†Canadian Pacific Steamship Line	"	Owen Sound	18
Canadian Pacific Ry	"	Starting Point	14

Marquette, Mich., and Return R W

ROUTE R 235 Rates as follows:

From	Boston	$52.45	From	Prescott	$38.90
"	St. John, N.B.	59.45	"	Brockville	38.30
"	Quebec	48.90	"	Toronto	28.90
"	Montreal	43.90	"	London	28.90
"	Ottawa	39.60	"	St. Thomas	28.90

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Sault Ste. Marie	18
†Lake Sup. Trans. Co., or L. M. & L. S.T. Co	"	Marquette	46 or 179
Duluth, South Shore & Atlantic Ry	"	St. Ignace	29
Mackinaw Transportation Co	"	Mackinaw City	48
Michigan Central Rd	"	St. Thomas	54
Canadian Pacific Ry	"	Starting Point	14

† Meals and Berths included.

Marquette, Mich., and Return

ROUTE R 236 — Rates as follows:

From	Boston	$48.55	From	Prescott	$35.00
"	St. John, N.B.	55.55	"	Brockville	34.40
"	Quebec	45.00	"	Toronto	25.00
"	Montreal	40.00	"	London	25.00
"	Ottawa	36.70	"	St. Thomas	25.00

From Niagara Falls $27.25

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Sault Ste. Marie	18
†Lake Sup. Trans. Co., or L. M. & L. S. T. Co.	"	Marquette	46 or 179

Return same route. R

Marquette, Mich., and Return R W

ROUTE R 237 — Rates as follows:

From	Boston	$48.60	From	Prescott	$35.05
"	St. John, N.B	55.60	"	Brockville	34.45
"	Quebec	45.05	"	Toronto	25.05
"	Montreal	40.05	"	London	25.05
"	Ottawa	36.75	"	St. Thomas	25.05

From Niagara Falls $27.30

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Sault Ste. Marie	18
Duluth, South Shore & Atlantic Ry	"	Marquette	115
†Lake Sup. Trans. Co., or L. M. & L. S. T. Co.	"	Sault Ste. Marie	46 or 179
†Canadian Pacific Steamship Line	"	Owen Sound	18
Canadian Pacific Ry	"	Starting Point	14

Marquette, Mich., and Return

ROUTE R 238 — Rates as follows:

From	Boston	$49.10	From	Prescott	$35.55
"	St. John, N.B.	56.10	"	Brockville	34.95
"	Quebec	45.55	"	Toronto	25.55
"	Montreal	40.55	"	London	25.55
"	Ottawa	37.25	"	St. Thomas	25.55

From Niagara Falls $27.80

Canadian Pacific Ry	to	Sault Ste. Marie	14
Duluth, South Shore & Atlantic Ry	"	Marquette	115

Return same route. R

Milwaukee, Wis., and Return R W

ROUTE R 239 — Rates as follows:

From	Boston	$59.75	From	Prescott	$46.20
"	St. John, N. B	66.75	"	Brockville	45.60
"	Quebec	56.20	"	Toronto	36.20
"	Montreal	51.20	"	London	36.20
"	Ottawa	47.90	"	St. Thomas	36.20

From Niagara Falls $38.45

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Sault Ste. Marie	18
Minneapolis, St. Paul & S. S. Marie Ry	"	Pembine	175
Milwaukee & Northern Rd	"	Milwaukee	176
†Lake Mich. & L. Superior Trans. Co	"	Sault Ste. Marie	179
†Canadian Pacific Steamship Line	"	Owen Sound	18
Canadian Pacific Ry	"	Starting Point	14

† Meals and Berths included.

Nepigon, Ont., and Return R W

ROUTE R 240 Rates as follows:

From	Boston	$53.55	From	Brockville	39.10
"	St. John, N.B	60.55	"	Toronto	30.00
"	Quebec	50.00	"	London	30.00
"	Montreal	45.00	"	St. Thomas	30.00
"	Ottawa	41.70	"	Niagara Falls	32.25
"	Prescott	40.00	"	Detroit	30.00

Canadian Pacific Ry	to Owen Sound	14
†Canadian Pacific Steamship Line	" Port Arthur	18
Canadian Pacific Ry	" Nepigon	14
Canadian Pacific Ry	" Starting Point	14

Nepigon, Ont., and Return

ROUTE R 241 Rates same as for Route R 240 and from S. S. Marie, $15.00

Canadian Pacific Ry	to Owen Sound	14
†Canadian Pacific Steamship Line	" Port Arthur	18
Canadian Pacific Ry	" Nepigon	14

Return same route. R

Port Arthur, Ont., and Return

ROUTE R 242 Rates same as for Route R 240 and from S. S. Marie, $15.00

Canadian Pacific Ry	to Owen Sound	14
†Canadian Pacific Steamship Line	" Port Arthur	18

Return same route. R

Port Arthur, Ont., and Return R W

ROUTE R 243 Rates as follows:

From	Boston	$59.55	From	Prescott	$46 00
"	St. John, N.B	66.55	"	Brockville	45.40
"	Quebec	56.00	"	Toronto	36.00
"	Montreal	51.00	"	London	36.00
"	Ottawa	47.70	"	St. Thomas	36.00

Canadian Pacific Ry	to Owen Sound	14
†Canadian Pacific Steamship Line	" Port Arthur	18
†Canadian Pacific Steamship Line	" Sault Ste. Marie	133
†Lake Superior Transit Co	" Detroit	46
Michigan Central Rd	" St. Thomas	54
Canadian Pacific Ry	" Starting Point	14

Port Arthur, Ont., and Return R W

ROUTE R 244 Rates as follows:

From	Boston	$53.55	From	Brockville	$39.10
"	St. John, N.B	60.55	"	Toronto	30.00
"	Quebec	50.00	"	London	30.00
"	Montreal	45.00	"	St. Thomas	30.00
"	Ottawa	41.70	"	Niagara Falls	32.25
"	Prescott	40.00	"	Detroit	30.00

Canadian Pacific Ry	to Owen Sound	14
†Canadian Pacific Steamship Line	" Port Arthur	18
Canadian Pacific Ry	" Starting Point	14

† Meals and Berths included.

Portland, Ore., and Return

ROUTE R 245 — Rates as follows:

From	Boston	$138.00	From	Toronto	$110.00
"	St. John, N.B	141.35	"	London	110.00
"	Quebec	128.35	"	St. Thomas	110.00
"	Montreal	123.35	"	Niagara Falls	110.00
"	Ottawa	117.90	"	Detroit	110.00
"	Prescott	117.90	"	Sault Ste. Marie	95.00
"	Brockville	117.20	"	Port Arthur	80.00

From Winnipeg $80.00

Canadian Pacific Ry	to	Port Arthur	11
Canadian Pacific Ry	"	Vancouver	15
Canadian Pacific Navigation Co	"	Tacoma	17
Northern Pacific Rd	"	Portland	113

Return same route. R

St. Paul, Minn., and Return

ROUTE R 246 — Rates as follows:

From	Boston	$64.05	From	Prescott	$50.50
"	St. John, N.B	71.05	"	Brockville	49.90
"	Quebec	60.50	"	Toronto	40.50
"	Montreal	55.50	"	London	40.50
"	Ottawa	52.20	"	St. Thomas	40.50

From Niagara Falls $42.75

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Sault Ste. Marie	18
†Lake Sup. Trans. Co., or L. M. & L. S. T. Co.	"	Duluth	46 or 179
St. Paul & Duluth Ry	"	St. Paul	94

Return same route. R

St. Paul, Minn., and Return R W

ROUTE R 247 — Rates as follows:

From	Boston	$67.60	From	Prescott	54.05
"	St. John, N.B.	74.60	"	Brockville	53.45
"	Quebec	64.05	"	Toronto	44.05
"	Montreal	59.05	"	London	44.05
"	Ottawa	55.75	"	St. Thomas	44.05

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Sault Ste. Marie	18
†Lake Sup. Trans. Co., or L.M. & L.S.T. Co.	"	Duluth	46 or 179
St. Paul & Duluth Ry	"	St. Paul	94
Choice of six railways	"	Chicago	*
Michigan Central Rd	"	St. Thomas	54
Canadian Pacific Ry	"	Starting Point	14

* 1 or 22 or 23 or 24, 25, 26 or 107 or 112

Same rate will apply via St. Paul and Sault Ste. Marie going or returning.

† Meals and Berths included.

St. Paul, Minn., and Return

ROUTE R 248

Rates as follows:

From	Boston	$56.00	From	Prescott	$49.75
"	St. John, N.B	63.00	"	Brockville	49.15
"	Quebec	59.75	"	Toronto	39.75
"	Montreal	54.75	"	London	39.75
"	Ottawa	51.45	"	St. Thomas	39.75

From Niagara Falls.....$42.00

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Sault Ste. Marie	18
Minneapolis, St. Paul & S. S. Marie Ry	"	St. Paul	175

Return same route. R

St. Paul Minn., and Return

ROUTE R 249

Rates as follows:

From	Boston	$58.00	From	Prescott	$51.75
"	St. John, N.B	65.00	"	Brockville	51.15
"	Quebec	61.75	"	Toronto	41.75
"	Montreal	56.75	"	London	41.75
"	Ottawa	53.45	"	St. Thomas	41.75

From Niagara Falls.....$43.00

Canadian Pacific Ry	to	Sault Ste. Marie	14
Minneapolis, St. Paul & S. S. Marie Ry	"	St. Paul	175

Return same route. R

St. Paul, Minn., and Return R W

ROUTE R 250

Rates as follows:

From	Boston	$60.25	From	Prescott	$54.10
"	St. John, N.B	67.25	"	Brockville	53.50
"	Quebec	64.10	"	Toronto	44.10
"	Montreal	59.10	"	London	44.10
"	Ottawa	55.80	"	St. Thomas	44.10

From Niagara Falls.....$46.35

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Sault Ste. Marie	18
Duluth, South Shore & Atlantic Ry	"	Duluth	115
Chicago, St. Paul, Minneapolis & O. Rd	"	St. Paul	182
Minneapolis, St. Paul & S. S. Marie Ry	"	Sault Ste. Marie	175
†Canadian Pacific Steamship Line	"	Owen Sound	18
Canadian Pacific Ry	"	Starting Point	14

† Meals and Berths included.

San Francisco, Cal., and Return R W

ROUTE R 251

Rates as follows:

From Boston	$153.00	From Toronto	$125.00
" St. John, N.B.	156.35	" London	125.00
" Quebec	143.35	" St. Thomas	125.00
" Montreal	138.35	" Niagara Falls	125.00
" Ottawa	132.90	" Detroit	125.00
" Prescott	132.90	" Sault Ste. Marie	110.00
" Brockville	132.20	" Port Arthur	95.00

From Winnipeg.....$95.00

Canadian Pacific Ry	to Port Arthur	14
Canadian Pacific Ry	" Vancouver	15
Canadian Pacific Nav. Co	" Victoria	17
†Pacific Coast Steamship Co	" San Francisco	68
†Pacific Coast Steamship Co	" Victoria	68
Canadian Pacific Navigation Co.	" Vancouver	17
Canadian Pacific Ry	" Port Arthur	15
†Canadian Pacific Steamship Line	" Owen Sound	18
Canadian Pacific Ry	" Starting Point	14

San Francisco, Cal., and Return R W

ROUTE R 252

Rates same as for Route R 251

Canadian Pacific Ry	to Port Arthur	14
Canadian Pacific Ry	" Vancouver	15
Canadian Pacific Navigation Co	" Tacoma	17
Northern Pacific Rd	" Portland	113
Southern Pacific Co	" San Francisco	114
Southern Pacific Co	" Portland	114
Northern Pacific Rd	" Tacoma	113
Canadian Pacific Navigation Co.	" Vancouver	17
Canadian Pacific Ry	" Port Arthur	15
†Canadian Pacific Steamship Line	" Owen Sound	18
Canadian Pacific Ry	" Starting Point	14

San Francisco, Cal., and Return

ROUTE R 253

Rates same as for Route R 251

Canadian Pacific Ry	to Port Arthur	14
Canadian Pacific Ry	" Vancouver	15
Canadian Pacific Navigation Co.	" Victoria	17
†Pacific Coast Steamship Co.	" San Francisco	68

Return same route. R

San Francisco, Cal., and Return

ROUTE R 254

Rates same as for Route R 251

Canadian Pacific Ry	to Port Arthur	14
Canadian Pacific Ry	" Vancouver	15
Canadian Pacific Navigation Co	" Tacoma	17
Northern Pacific Rd	" Portland	113
Southern Pacific Co	" San Francisco	114

Return same route. R

† Meals and Berths included.

San Francisco, Cal., and Return

ROUTE R 255

Rates as follows:

From	Boston	$153.00	From	Brockville	$139.30
"	St. John, N.B	160.00	"	Toronto	131.30
"	Quebec	150.45	"	London	131.30
"	Montreal	145.45	"	St. Thomas	131.30
"	Ottawa	140.00	"	Niagara Falls	131.30
"	Prescott	140.00	"	Detroit	131.30

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Port Arthur	18
Canadian Pacific Ry	"	Vancouver	15
Canadian Pacific Navigation Co	"	Tacoma	17
Northern Pacific Rd	"	Portland	113
Southern Pacific Co	"	San Francisco	114
Southern Pacific Co	"	Portland	114
Northern Pacific Rd	"	Tacoma	113
Canadian Pacific Navigation Co	"	Vancouver	17
Canadian Pacific Ry	"	Gretna	16
St. Paul, Minneapolis & Manitoba Ry	"	St. Paul	95
Choice of six railways	"	Chicago	*
Michigan Central Rd	"	St. Thomas	54
Canadian Pacific Ry	"	Starting Point	14

Rates quoted for this route will apply, if application is made at time of purchase, by the direct United States Routes on return journey from San Francisco through St. Paul, Omaha, Kansas City, St. Louis or St. Paul and Sault Ste. Marie.

* 1 or 22 or 23 or 24, 25, 26 or 107 or 112.

Sault Ste. Marie, Mich., and Return

R W

ROUTE R 256

Rates as follows:

From	Boston	$44.55	From	Prescott	$31.00
"	St. John, N.B	51.55	"	Brockville	30.40
"	Quebec	41.00	"	Toronto	21.00
"	Montreal	36.00	"	London	21.00
"	Ottawa	31.70	"	St. Thomas	21.00

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Sault Ste. Marie, Mich	18
†Lake Superior Transit Co	"	Detroit	46
Michigan Central Rd	"	St. Thomas	54
Canadian Pacific Ry	"	Starting Point	14

Sault Ste. Marie, Mich., and Return

ROUTE R 257

Rates as follows:

From	Boston	$39.55	From	Brockville	$25.40
"	St. John, N.B	46.55	"	Toronto	16.00
"	Quebec	36.00	"	London	16.00
"	Montreal	31.00	"	St. Thomas	16.00
"	Ottawa	27.70	"	Niagara Falls	18.25
"	Prescott	26.00	"	Owen Sound	12.00

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Sault Ste. Marie	18

Return same route. R

† Meals and Berths included.

Sault Ste. Marie, Mich., and Return R W

ROUTE R 258

Rates as follows:

From	Boston	$44.80	From	Prescott	$33.50
"	St. John, N.B.	51.80	"	Brockville	32.90
"	Quebec	43.50	"	Toronto	23.50
"	Montreal	38.50	"	London	23.50
"	Ottawa	35.20	"	St. Thomas	23.50

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Sault Ste. Marie	18
†Lake Superior Transit Co.	"	Buffalo	46
Michigan Central Rd.	"	Niagara	51
Niagara Navigation Co.	"	Toronto	63
Canadian Pacific Ry	"	Starting Point	14

Sault Ste. Marie, Mich., and Return R W

ROUTE R 259

Rates as follows:

From	Boston	$46.25	From	Prescott	$32.70
"	St. John, N.B	53.25	"	Brockville	32.10
"	Quebec	42.70	"	Toronto	22.70
"	Montreal	37.70	"	London	22.70
"	Ottawa	34.40	"	St. Thomas	22.70

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Sault Ste. Marie	18
Duluth, South Shore & Atlantic Ry	"	St. Ignace	115
Mackinaw Transportation Co	"	Mackinaw City	48
Michigan Central Rd.	"	St. Thomas	54
Canadian Pacific Ry	"	Starting Point	14

Tacoma, W. T., and Return

ROUTE R 260

Rates as follows:

From	Boston	$138.00	From	Toronto	$110.00
"	St. John, N.B.	141.35	"	London	110.00
"	Quebec	128.35	"	St. Thomas	110.00
"	Montreal	123.35	"	Niagara Falls	110.00
"	Ottawa	117.90	"	Detroit	110.00
"	Prescott	117.90	"	Sault Ste. Marie	95.00
"	Brockville	117.20	"	Port Arthur	80.00

From Winnipeg $80.00

Canadian Pacific Ry	to	Port Arthur	14
Canadian Pacific Ry	"	Vancouver	15
Canadian Pacific Navigation Co	"	Tacoma	17

Return same route. R

Tacoma, W.T., and Return R W

ROUTE R 261

Rates same as for Route R 260

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Port Arthur	18
Canadian Pacific Ry	"	Vancouver	15
Canadian Pacific Navigation Co	"	Tacoma	17
Canadian Pacific Navigation Co.	"	Vancouver	17
Canadian Pacific Ry	"	Port Arthur	15
Canadian Pacific Ry	"	Starting Point	14

† Meals and Berths included.

Vancouver, B.C., and Return R W

ROUTE R 262 Rates as follows :

From Boston	$138.00	From Toronto	$110.00
" St. John, N.B	141.35	" London	110.00
" Quebec	128.35	" St. Thomas	110.00
" Montreal	123.35	" Niagara Falls	110.00
" Ottawa	117.90	" Detroit	110.00
" Prescott	117.90	" Sault Ste. Marie	95.00
" Brockville	117.20	" Port Arthur	80.00

From Winnipeg.....$80.00

Canadian Pacific Ry	to Port Arthur	14
Canadian Pacific Ry	" Vancouver	15
Canadian Pacific Ry	" Port Arthur	15
†Canadian Pacific Steamship Line	" Owen Sound	18
Canadian Pacific Ry	" Starting Point	14

Vancouver, B.C., and Return

ROUTE R 263 Rates same as for Route R 262

Canadian Pacific Ry	to Port Arthur	14
Canadian Pacific Ry	" Vancouver	15

Return same route. R

Vancouver, B.C., and Return

ROUTE R 264 Rates same as for Route R 262

Canadian Pacific Ry	to Owen Sound	14
†Canadian Pacific Steamship Line	" Port Arthur	18
Canadian Pacific Ry	" Vancouver	15

Return same route. R

Vancouver, B. C., and Return

ROUTE R 265 Rates as follows :

From Boston	$138.00	From Brockville	$124.30
" St. John, N.B.	145.00	" Toronto	116.30
" Quebec	135.45	" London	116.30
" Montreal	130.45	" St. Thomas	116.30
" Ottawa	125.00	" Niagara Falls	116.30
" Prescott	125.00	" Detroit	116.30

Canadian Pacific Ry	to Owen Sound	14
†Canadian Pacific Steamship Line	" Port Arthur	18
Canadian Pacific Ry	" Vancouver	15
Canadian Pacific Ry	" Gretna	16
St. Paul, Minneapolis & Manitoba Ry	" St. Paul	95
Choice of six railways	" Chicago	*
Michigan Central Rd	" St. Thomas	54
Canadian Pacific Ry	" Starting Point	14

*1 or 22 or 23 or 24, 25, 26 or 107 or 112.

Rates will apply returning via St. Paul and Sault Ste. Marie.

† Meals and Berths included.

Vancouver, B. C., and Return

ROUTE R 266 — Rates same as for Route R 265

Canadian Pacific Ry	to	Port Arthur	14
Canadian Pacific Ry	"	Vancouver	15
Canadian Pacific Ry	"	Gretna	16
St. Paul, Minneapolis & Manitoba Ry	"	St. Paul	95
Choice of six railways	"	Chicago	*
Michigan Central Rd	"	St. Thomas	54
Canadian Pacific Ry	"	Starting Point	14

* 1 or 22 or 23 or 24, 25, 26 or 107 or 112.

Victoria, B.C., and Return

ROUTE R 267 — Rates as follows:

From	Boston	$138.00	From	Toronto	$110.00
"	St. John, N.B	141.35	"	London	110.00
"	Quebec	128.35	"	St. Thomas	110.00
"	Montreal	123.35	"	Niagara Falls	110.00
"	Ottawa	117.90	"	Detroit	110.00
"	Prescott	117.90	"	Sault Ste. Marie	95.00
"	Brockville	117.20	"	Port Arthur	80.00

From Winnipeg $80.00

Canadian Pacific Ry	to	Port Arthur	14
Canadian Pacific Ry	"	Vancouver	15
Canadian Pacific Navigation Co	"	Victoria	17

Return same route. R

Victoria, B.C., and Return R W

ROUTE R 268 — Rates same as for Route R 267

Canadian Pacific Ry	to	Port Arthur	14
Canadian Pacific Ry	"	Vancouver	15
Canadian Pacific Navigation Co	"	Victoria	17
Canadian Pacific Navigation Co	"	Vancouver	17
Canadian Pacific Ry	"	Port Arthur	15
†Canadian Pacific Steamship Line	"	Owen Sound	18
Canadian Pacific Ry	"	Starting Point	14

Victoria, B.C., and Return

ROUTE R 269 — Rates same as for Route R 267

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Port Arthur	18
Canadian Pacific Ry	"	Vancouver	15
Canadian Pacific Navigation Co	"	Victoria	17

Return same route. R

† Meals and Berths included.

Victoria, B.C., and Return

ROUTE R 270 — Rates as follows:

From	Boston	$138.00	From	Brockville	$124.30
"	St. John, N.B.	145.00	"	Toronto	116.30
"	Quebec	135.45	"	London	116.30
"	Montreal	130.45	"	St. Thomas	116.30
"	Ottawa	125.00	"	Niagara Falls	116.30
"	Prescott	125.00	"	Detroit	116.30

Canadian Pacific Ry	to Owen Sound	14
†Canadian Pacific Steamship Line	" Port Arthur	18
Canadian Pacific Ry	" Vancouver	15
Canadian Pacific Navigation Co.	" Victoria	17
Canadian Pacific Navigation Co.	" Vancouver	17
Canadian Pacific Ry	" Gretna	16
St. Paul, Minneapolis & Manitoba Ry	" St. Paul	95
Choice of six railways	" Chicago	*
Michigan Central Rd	" St. Thomas	54
Canadian Pacific Ry	" Starting Point	14

* 1 or 22 or 23 or 24, 25, 26 or 107 or 112.

Rates will apply returning via St. Paul and Sault Ste. Marie.

Victoria, B.C., and Return

ROUTE R 271 — Rates same as for Route R 270

Canadian Pacific Ry	to Port Arthur	14
Canadian Pacific Ry	" Vancouver	15
Canadian Pacific Navigation Co	" Victoria	17
Canadian Pacific Navigation Co	" Vancouver	17
Canadian Pacific Ry	" Gretna	16
St. Paul, Minneapolis & Manitoba Ry	" St. Paul	95
Choice of six railways	" Chicago	*
Michigan Central Rd	" St. Thomas	54
Canadian Pacific Ry	" Starting Point	14

* 1 or 22 or 23 or 24, 25, 26 or 107 or 112.

Winnipeg, Man., and Return

ROUTE R 272 — Rates as follows:

From	Boston	$71.30	From	Brockville	$58.00
"	St. John, N.B.	78.00	"	Toronto	50.00
"	Quebec	65.00	"	London	50.00
"	Montreal	60.00	"	St. Thomas	50.00
"	Ottawa	58.70	"	Niagara Falls	50.00
"	Prescott	58.70	"	Detroit	50.00

From Sault Ste. Marie $39.00

Canadian Pacific Ry	to Owen Sound	14
†Canadian Pacific Steamship Line	" Port Arthur	18
Canadian Pacific Ry	" Winnipeg	15

Return same route. R

(Time Limit, 40 days.)

† Meals and Berths included.

Winnipeg, Man., and Return

R W

ROUTE R 273 — Rates same as for Route R 272

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Port Arthur	18
Canadian Pacific Ry	"	Winnipeg	15
Canadian Pacific Ry	"	Port Arthur	15
Canadian Pacific Ry	"	Starting Point	14

(Time Limit, 40 days.)

Winnipeg, Man., and Return

ROUTE R 274 — Rates same as for Route R 272

Canadian Pacific Ry	to	Port Arthur	14
Canadian Pacific Ry	"	Winnipeg	15

Return same route. R

(Time Limit, 40 days.)

Winnipeg, Man., and Return

R W

ROUTE R 275 — Rates as follows:

From	Boston	$80.50	From	Prescott	$73.90
"	St. John, N.B.	87.50	"	Brockville	73.30
"	Quebec	83.90	"	Toronto	63.90
"	Montreal	78.90	"	London	63.90
"	Ottawa	75.60	"	St. Thomas	63.90

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Port Arthur	18
Canadian Pacific Ry	"	Winnipeg	15
Canadian Pacific Ry	"	Gretna	16
St. Paul, Minneapolis & Manitoba Ry	"	St. Paul	95
Choice of six railways	"	Chicago	*
Michigan Central Rd	"	St. Thomas	54
Canadian Pacific Ry	"	Starting Point	14

(Time Limit 40 days.)

* 1 or 22 or 23 or 24, 25, 26 or 107 or 112.

Winnipeg, Man., and Return

R W

Route R 276 — Rates same as for Route R 275

Canadian Pacific Ry	to	St. Thomas	14
Michigan Central Rd	"	Chicago	54
Choice of six railways	"	St. Paul	*
St. Paul, Minneapolis & Manitoba Ry	"	Gretna	95
Canadian Pacific Ry	"	Winnipeg	16
Canadian Pacific Ry	"	Port Arthur	15
Canadian Pacific Ry	"	Starting Point	14

(Time Limit, 40 days.)

* 1 or 22 or 23 or 24, 25, 26 or 107 or 112.

Winnipeg, Man., and Return

R W

ROUTE R 277 — Rates same as for Route R 275

Canadian Pacific Ry	to	Owen Sound	14
†Canadian Pacific Steamship Line	"	Port Arthur	18
Canadian Pacific Ry	"	Winnipeg	15
Canadian Pacific Ry	"	Gretna	16
St. Paul, Minneapolis & Manitoba Ry	"	St. Paul	95
Minneapolis, St. Paul & S. S. Marie Ry	"	Sault Ste. Marie	175
†Canadian Pacific Steamship Line	"	Owen Sound	18
Canadian Pacific Ry	"	Starting Point	14

† Meals and Berths included.

SIDE TRIPS

TO BE USED IN CONNECTION WITH

WESTERN TOURS

ENUMERATED HEREIN

Golden, B. C., to Columbia Lakes and Return

ROUTE S T 200 — Rate **$8.00**; with 60 days limit **$6.00**

Steamer "Duchess".....to Windermere on Columbia Lakes 102

Return same route. R

Port Arthur to Duluth and Return

ROUTE S T 201 — Rate **$8.00**

†Inman Steamship Line.....to Duluth..... 181

Return same route. R

Sault Ste. Marie, Mich., to Mackinac Island and Return

ROUTE S T 202 — Rate **$4.00**

Delta Transportation Co.....to Mackinac Island..... 21

Return same route. R

Victoria, B.C., to Alaska (Sitka, etc.) and Return

ROUTE S T 203 — Rate **$95.00**

†Pacific Coast Steamship Co.....to Sitka, Glacier Bay, etc.... 68

Return same route. R

† Meals and Berths included.

RAILWAY AND STEAMSHIP CONNECTIONS

WESTERN TOURS

SUBJECT TO CHANGE—Steamship Lines, weather permitting

TRANSCONTINENTAL TRAINS FOR PACIFIC COAST leave

Halifax	5.50 a.m.	St. John, N.B.	3.00 p.m.	Quebec	1.30 p.m.
Montreal	8.40 p.m.	Ottawa	12.20 a.m.	Prescott	1.50 p.m.
Brockville	3.00 p.m.	Toronto	11.00 p.m.	St. Thomas	4.35 p.m.
London	5.00 p.m.	Detroit	12.05 p.m.		

every week day (from Ottawa daily except Mondays), making trip from Montreal in 5⅔ days.

BOSTON AND MONTREAL TO ST. PAUL AND MINNEAPOLIS EXPRESS:

Boston	7.00 p.m.	Halifax	5.50 a.m.	St. John, N.B.,	3.00 p.m.
Quebec	10.03 p.m.	Montreal	10.00 a.m.	Ottawa	1.50 p.m.

Train runs daily Boston to St. Paul and Minneapolis via Montreal, Ottawa and S. S. Marie. See Time Table Folder.

STEAMSHIP EXPRESS leaves Toronto 11.05 a.m. Wednesdays and Saturdays, connecting at Owen Sound with steamships for the Upper Lakes and beyond. After June it will run Tuesdays, Thursdays and Saturdays.

FROM OWEN SOUND:

Canadian Pacific Steamship Line

For Sault Ste. Marie and Port Arthur....dep. 3.30 p.m. Wednesdays and Saturdays. After June, Tuesday, Thursday and Saturday.

For Sault Ste. Marie, Georgian Bay and Manitoulin Island Ports, via North Channel .....dep. 1.30 p.m. Tuesdays and Fridays.

FROM SAULT STE. MARIE:

Minneapolis, Sault Ste. Marie & Atlantic Ry. See Time Table Folder.

Duluth, South Shore & Atlantic Ry. See Time Table Folder.

Canadian Pacific Steamship Line

Westbound.....dep. 11.00 a.m. Thursdays and Sundays After June, Wednesday, Friday and Saturday.

Eastbound, Through.....dep.—See Time Table Folder.

" Local....dep. 2.00 p.m. Thursdays and 5.00 a.m. Mondays

Lake Superior Transit Company

For Duluth and Lake Superior Ports.....dep. 8.00 a.m. Mon. and Sat.

" " ...dep. 12.00 noon Sun. and Wed.

For Detroit and Buffalo.....dep. 7.00 a.m. Sun., Mon., Fri. and Sat.

Lake Mich. & Lake Sup. Transportation Co.

For Chicago, etc.....dep. 8.00 a.m. Mondays and Fridays.

For Duluth and Lake Superior Ports.....dep. 8.00 a.m. Mon. and Fri.

Delta Transportation Co.

For Mackinac Island, etc .....dep. 6.00 a.m. week days.

FROM PORT ARTHUR:

Canadian Pacific Steamship Line

For Sault Ste. Marie and Owen Sound...dep. 3.00 p.m. Tues. and Sat.
After June, Tuesday, Friday and Sunday.

Steamer Ossifrage, Inman Steamship Line.

For Duluth.....dep. 2.00 p.m. Tues., Thurs. and Sat.

FROM DETROIT:

Detroit & Cleveland S. Nav. Co., from foot of Wayne Street.

For Mackinac Island..... { dep. 9.00 a.m. Wed. & Fri.
dep. 10.00 p.m. Mon. & Sat.

For Cleveland.....dep. 10.15 p.m. daily.

Lake Superior Transit Co.

For Sault Ste. Marc, etc.....dep. 10.30 p.m. Mon., Thur., Fri. & Sat.

FROM GOLDEN, B.C.:

Steamer Duchess, for Windermere, Columbia Lakes.....dep. Mon. and Thur. on arrival of Pacific Express.

FROM VANCOUVER, B.C.:

Canadian Pacific Nav. Co.

For Puget Sound Ports..... dep. 2.15 p.m. Mondays and Thursdays.

For Victoria.....dep. 2.30 p.m. daily, except Mondays

For San Francisco via Shasta Rail Route

Dep. Vancouver, Steamer Premier, 2.15 p.m. Mon. and Thur.

Arr. Tacoma, Steamer Premier, 10.00 a.m. Tuesdays and Fridays.

Arr. Portland, Northern Pacific Railroad. 5.20 a.m. and 3.00 p.m. daily.

Dep. Portland, Southern Pacific Railroad, 4.00 p m. daily.

Arr. San Francisco, Southern Pacific Railroad, second day after 7.45 a.m.

FROM VICTORIA, B.C.:

Steamers for Puget Sound Ports.....dep. 6.00 a.m. daily except Sundays.

Arr. Tacoma, 9.00 p.m. daily except Sundays.

Arr. Portland, Northern Pacific Railroad, 5.20 a m. daily.

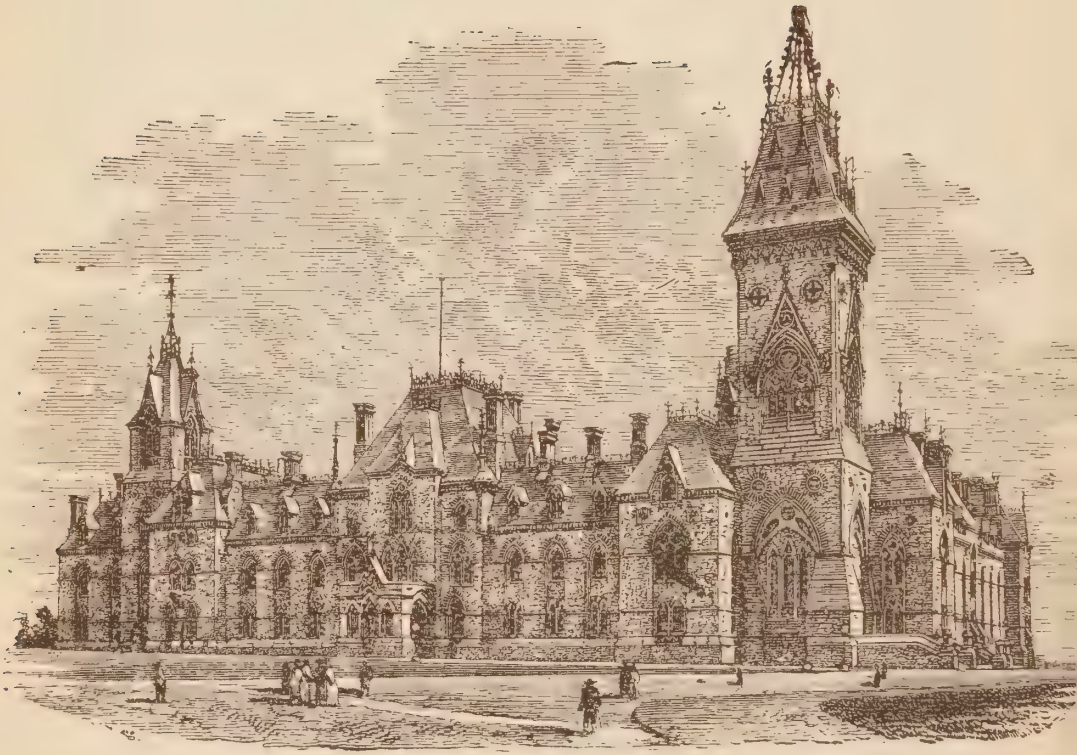
Arr. San Francisco, Southern Pacific Railroad, 7.45 a.m. daily.

Pacific Coast Steamship Co.

For San Francisco.....dep. 1.00 p.m. Saturdays.

For Alaska, Str. Ancon, June 12th, July 12th, Aug. 11th, Sept. 10th.
Str. G. W. Elder, June 27th, July 27th, Aug. 26th, Sept. 25th.
Str. Corona, June 17th, July 2nd, 17th, Aug. 1st, 16th.

For additional details and any change which may be made during season, see current Time Table Folders.



GOVERNMENT BUILDINGS, EAST BLOCK. OTTAWA.

Miscellaneous Tours

I.

To the Thousand Islands and Down the St. Lawrence.

A maze of isles in wondrous beauty planned;
A thousand times the torrent laves a strand.
Unnumbered channels—seeming each the way,
Till trying all, the parted waters stray
To murmur softly at each lovely shore
That smiling bars the path, half lost before.

Oh! mighty river, all thine inland seas
With all their marvels, boast not match for these
Thick clustered beauties—as though hand had brought
Earth's fairest fragments to the common spot,
Or nature's richest chest of jewels rare
Perchance had fallen, burst and scattered there.

Most popular and important of the several miscellaneous routes are those which include a portion of, or the entire trip on the St. Lawrence between Lake Ontario and the city of Quebec. Perhaps there is not on the entire American continent a more beautiful, or a spot better fitted for the purpose of spending a summer's vacation, than the wonderful collection of islands that mark the exit of the surplus waters of the great inland seas from Lake Ontario, upon their magnificent journey to the Atlantic by way of the St. Lawrence. Combinations of railway and steamboat transportation are so arranged along the river that the tourist is enabled to see Kingston, the Thousand Islands, Brockville, Prescott, Ogdensburg, the various rapids, Montreal; and the Ottawa river below the city of Ottawa is also included among the trips by steamer.

Journeying eastward, the first point of special interest is the fortified harbor of Kingston, with its forts and martello towers, and the "Limestone City" which occupies the site of old Fort Frontenac, one of the French outposts in early days, and the scene of many stirring incidents of pioneer history. Kingston contains many objects of interest, and its pleasant surroundings make it a place where a day can be very well spent.

Just below Kingston, Lake Ontario contracts into the funnel-shaped head of the St. Lawrence, enclosing the uncounted islets, great and small, which go by the name of the Thousand Islands. This great watery funnel is no mean representation of a vast cornucopia with its treasures all revealed. Between these thickly-scattered isles, channels wander in every direction, some contracted and with swift foaming currents, and others still and deep and shadowy, forming favorite haunts for great black bass and huge maskinonge.

Among the Thousand Islands.

The trip by steamer among these islands lasts for several hours, and for scenic effects and variety of picturesque views it is simply unrivalled. It is unique and without a parallel in the world. The international boundary line between Canada and the States is laid in mid-stream, thus dividing the ownership of the islands between both countries. While many of them might as well be situated in an unexplored wilderness for all the trace of civilization they show, a great proportion of the larger ones bear the handsome summer residences of wealthy people, and at different points grand hotels have been erected, the most popular of them being surrounded by cottages, and presenting the appearance of thriving villages, while the snowy tents of camping and picnicing parties are here, there, and everywhere

upon the smaller isles as the fancy of their occupants dictates. All the great hotels and the most imposing summer residences are upon the American side, but it does not follow that the portion south of the international line is the finest; on the contrary, it is now universally acknowledged that on the Canadian side are found the most beautiful scenery, by far the best fishing, and the most desirable sites for camp or cottage, and it bids fair soon to attract the greater number of visitors.

At certain centres of these transient communities are landings for the steamers and objective points for the traveller, the first of them being at Round island, which lies opposite Clayton, N.Y., and boasts a fine hotel and quite a number of cottages. This was formerly the scene of a large Baptist camp-meeting. A few miles further on, and in the very heart of the archipelago, is Thousand Island Park, one of the most popular resorts on the river, and specially patronized by Canadians. Approaching the park there is a beautiful view from the steamer, of crystal water and island after island, stretching away far as eye can see, until they appear to form an unbroken coast-line.

Thousand Island Park began as a religious summer encampment, under the charge of a Methodist organization, which purchased a large territory at the head of Wellesley island. Since 1875 nearly 400 cottages and several hotels have been built there, also an immense tabernacle for worship on Sunday and for lectures, concerts, and the instruction of classes during week days; but the enjoyment of yachting, boating, fishing and flirting takes up much more time among all the visitors and residents than does attention to the season's instructive exercises. At the lower end of this same island is another hotel settlement named Westminster Park, under the influence of the Presbyterian church.

A beautiful and devious run of half a dozen miles further takes the steamer to Alexandria Bay—the very centre of summer life in the Thousand Islands. As a summer resort Alexandria Bay is fairly entitled to the name of the "Saratoga of the St. Lawrence." It is one of the most popular watering-places in America, and among its cottage owners and regular visitors are many who have distinguished

themselves on every road to eminence. "Its summer hotels are among the most commodious and attractive to be found anywhere, while private cottages and villas have sprung up on every available site, both on the shore, and on all the islands near."

From Alexandria Bay onward the steamer passes through the most fashionable part of this island group. Residences are elegant in style and sometimes very costly. In general the owner of each fine house occupies the whole of an islet, to which he has given some appropriate or fanciful name. Often this name is painted upon a signboard which can be read from the steamer's deck, or, upon gala evenings, when the whole community of islands is illuminated and the water is alive with boats and yachts decorated with colored lanterns, these titles are blazoned forth in some device of lights legible for many miles across the reflecting water.

The last or most easterly of the Thousand Islands are called the Three Sisters, on account of their resemblance and proximity to each other, and are nearly opposite Brockville, a delightfully situated town on the north bank of the river and the terminus of the Ottawa & Brockville branch of the Canadian Pacific Railway.

From Brockville the branch railway alluded to runs northward to Smith's Falls and Carleton Junction, where it unites with the main line of the Canadian Pacific ; and certain tourist tickets read over this line to Ottawa.

The straightest route between Ottawa and the St. Lawrence, however, is by the line to Prescott, a river-town twelve miles below Brockville, and one of the prettiest in Canada. Immediately opposite is the flourishing city of Ogdensburg, N.Y.

Shortly after leaving Prescott, on the voyage down the river, the tourist gets the first inkling of the great feature of this trip, *i.e.*, running rapids. The current increases in a marked degree, and soon the steamer enters Les Gallopes, insignificant in themselves, except as a hint of what is to come. Rapid de Plau is next negotiated, and almost immediately comes a thrill of excitement as a wild turmoil of waters ahead marks the beginning of the famous Long Sault, the longest of the rapids, presenting a continuous descent for nine miles with a current rushing down twenty miles an hour. A canal, eleven

Ottertail Mountains.

miles long, with seven locks, offers safe passage for such craft as dare not try the "shoot," and also permits the passage of the steamers on the upward trip. There are also four similar canals at other points. But our vessel is already feeling the full power of the stream, and after the first startling thrill of this sliding down a water steep comes a feeling of intense excitement which never abates during the half hour's run of the Long Sault. Like the first experience of the arrowy rush of the toboggan, running the rapids of the St. Lawrence produces a sensation that cannot be described, but must be felt to be understood.

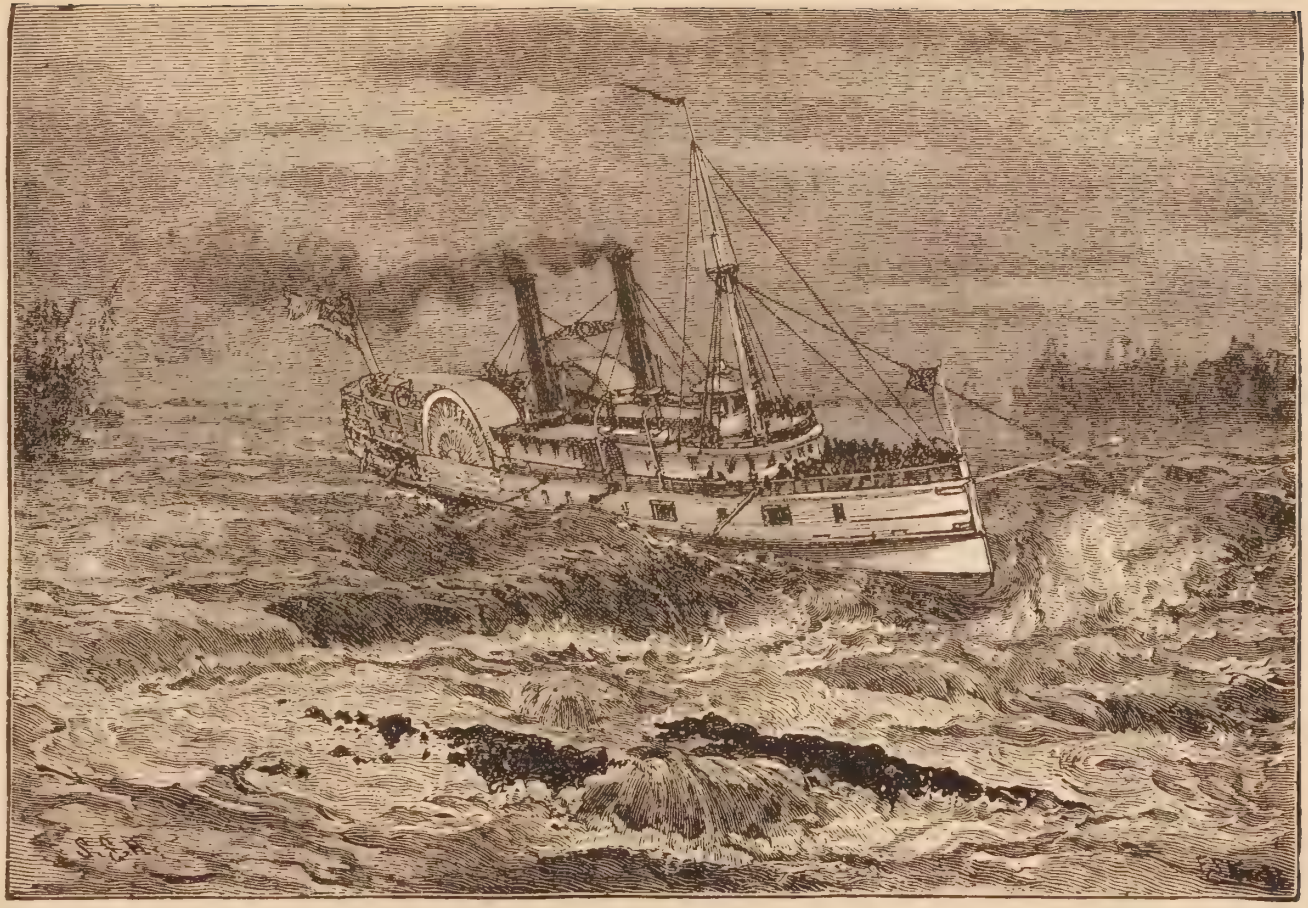
Sweeping down the Long Sault, the steamer enters lovely Lake St. Francis, and as the craft steadies upon quiet water the passenger feels a mingling of regret and relief that the rapids are done with for the time. A straight run of twenty-five miles gives ample time for a comfortable dinner and a study of the landscape, and then we prepare for another flying race with the waters. Passing Coteau du Lac, the Coteau rapids are descended and we speed on to the Cedars, Split Rock, and Cascade rapids. Running the Cedars is sure to startle the novice. At one point the boat appears to stagger and then suddenly settle down as though she meant to stay there, which never fails to quicken the blood of the most callous passenger aboard. This strange effect is presumably owing to a fierce undercurrent catching the boat as she slides on her watery cushion from one ledge of rock to another. There is no danger in it, but it invariably gives the novice a big surprise. The passage of Split Rock rapids also seems to the inexperienced a suicidal attempt, but the pilot knows the channel perfectly and just when the crisis seems imminent a turn of the wheel sends the boat safely past what looked very like disaster. Sometimes passengers are treated to the interesting spectacle of a raft making the descent. The hardy lumbermen take it as a matter of course and generally come through all right, but occasionally a wreck results. After running the cascades, so-called from their resemblance to a series of short, leaping falls, we enter the enlargement of the river known as Lake St. Louis, which also receives the current of the Ottawa. This lake is twelve miles long by nearly six wide, and during this quiet stretch we prepare for the crowning exploit of the entire trip—for the

next and last great obstacle is just ahead—the far-famed Lachine rapids. An Indian pilot takes charge of the steamer at Lachine, in whose practised hands the vessel can laugh at the wrath of the torrent, and immediately after passing the stately steel bridge of the Canadian Pacific Railway (referred to elsewhere) the first powerful influence is felt of the current that plunges in foamy speed down the incline below. One of the best features of this route is that the excitement steadily increases with the journey until it culminates with the exhilarating dash down the wild turmoil of Lachine's angry water. Though apparently exceedingly dangerous the passage is in reality perfectly safe, but the suggestion of peril adds an additional zest to the undertaking. The pilot is an interesting study as the steamer begins the flying race. He stands with all an Indian's stoical indifference, his strong hands grasping the wheel and his keen eyes reading the tumult of waters and tracing the path as easily as you or I might read a book. Not a rap cares he for the huge rocks that frown above the flood nor their fellows ambushed behind the snowy foam. He has iron nerve and the confidence born of long practice and a perfect knowledge of the channel, and he attaches but slight importance to the task of guiding the vessel to the calm of quiet water below. What to the tourist is a blood stirring, intensely interesting adventure, is to him merely a matter of business, and so you dart down the daring rush, feeling a joyous excitement and wishing the "shoot" was many miles longer, while the pilot merely holds the boat to her course till the dash is ended and he and you are again in smooth water and the rapids are left behind. The actual running of the Lachine rapids is alone well worth the trip, for a like experience cannot be enjoyed elsewhere; it is a popular amusement with citizens of ontreal. Below the rapids the boat glides smoothly along, passing Victoria bridge, and thence onward to her wharf at Montreal.

II.

Toronto to Ottawa, Montreal and Quebec; The Ottawa River.

There are several tours which take in Ottawa and Montreal in their course, the trip from Toronto being by way of Peterboro', Shar-



Descent of the Lachine Rapids, St. Lawrence River.

bot Lake Junction, Perth and Carleton Junction to Ottawa—a distance of about 250 miles.

From Toronto to Peterboro' the way lies through a well-farmed country, a far-spreading succession of fields and orchards of widely-known reputation as one of the finest grain and fruit producing sections in Canada, and sharing with portions of the Niagara peninsula and the rich lands of Kent and neighboring counties, the proud title of "Garden of Ontario." Peterboro' is one of the best large towns in Canada, strong in a business sense, and an excellent

PARLIAMENT HOUSE, OTTAWA.

point from which to start upon a canoe voyage, or a jaunt into the woods. The Otonabee river, a rapid and pretty stream, runs through the town and its swift current furnishes power for many busy mills. Considering the grand chain of lakes within easy reach it is not surprising that here originated that matchless craft for the sports-

man, the Rice-lake canoe. Canoeing is a prominent feature among the amusements of the sport-loving community, and from Peterboro' some famous hunting grounds, a great chain of lakes and the river Trent, some of the finest waters in the country for black bass and maskinonge, are easily accessible. By this beautiful water-highway in bygone times came the Huron warriors of Champlain on their bloody raid into the Iroquois strongholds, and the route they followed is yet one of the most tempting to the sportsman or angler who loves the silent craft and the solitudes of the forest.

Eastward from Peterboro' the country is comparatively sparsely settled and rough, most of it under heavy forest, with numerous streams and lakes—a fine territory for the rod and rifle. At Sharbot lake, one of the best resorts for camping parties in the country, and a noted place for fishing and duck and grouse shooting in the fall, the line of the Kingston & Pembroke Railway is crossed, and from thence on to Ottawa the road again traverses a fine agricultural country Ottawa, the capital city, is a most interesting point, the magnificent government buildings situated upon a high bluff ; the romantic walk that clings to and in parts is hewn from the face of the rocks ; the view of the canal and locks in operation ; the Chaudiere falls, and the immense lumber businesses, etc., etc., are all extremely interesting, and will make a day spent rambling about the Capital a very pleasant experience.

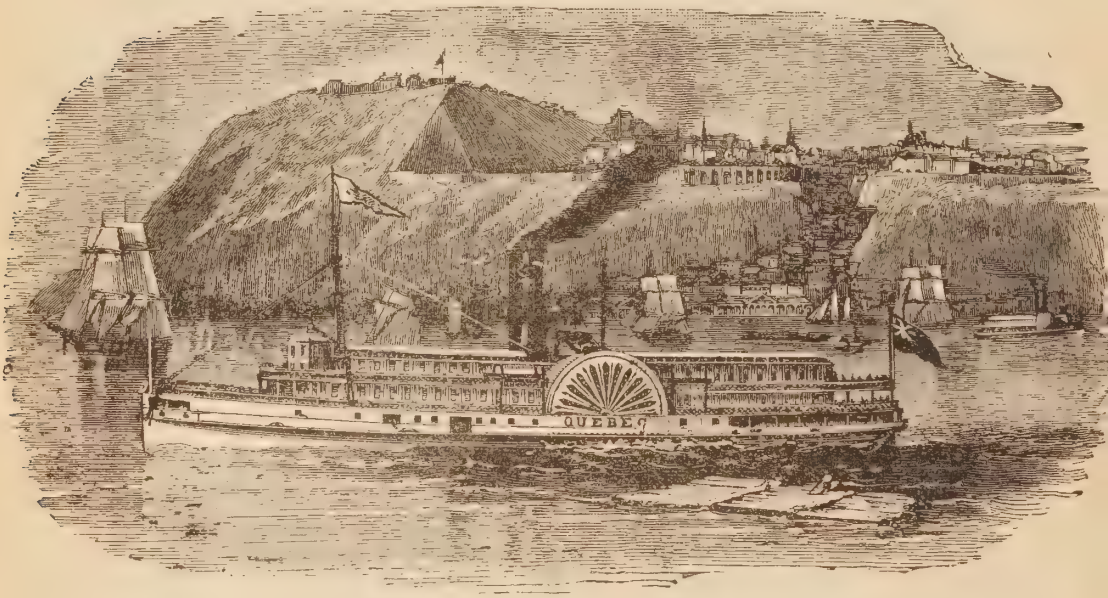
Leaving Ottawa to continue the journey east, the route crosses the river within sight of the Chaudiere falls, and then follows the north bank of the Ottawa river, running along a natural terrace some distance above the stream, affording a fine view of the broad Ottawa valley. Near Buckingham are the pretty falls of the Lievre, spanned by the railway bridge, and at other points swift streams rush down from the hills, forming handsome cataracts. These streams are all crossed by the road, and on their upper waters excellent fishing may be enjoyed. At Calumet the rolling hills, that shut in the prospect to the north of the line, approach closely to the Ottawa river in a series of high promontories that present a striking effect. Calumet is the station for Caledonia Springs, a spot greatly favored by Canadians on account of the valuable medicinal properties of the waters and the

facilities for holiday pleasure. The springs are on the south side of the river, and are reached by taking the ferry to L'Orignal, and thence by stage eight miles. The remainder of the run to Montreal is through a quiet pastoral country, neat farm succeeding farm. At St. Martin's Junction the line branches off for Quebec. Tourist tickets permit of direct journey or a visit in to Montreal.

MONTREAL FROM THE RIVER.

From Montreal to Quebec the journey is continued down the north shore of the St. Lawrence, and the tourist will find much of interest in a study of the landscape. At many points the scenery is wildly picturesque, and all along the line can be observed abundant traces of the primitive French methods that marked the early settlement of this region. Numerous noted fishing waters are crossed, for this is one of the best localities for the angler of all the many good points in the province of Quebec. Perhaps one of the most interesting points of the entire route is St. Leon Springs, where the famous medicinal waters of that name are obtained. These springs are situated on the banks of the Riviere du Loup, about five miles from Louiseville station, where Concord stages meet all trains. The merits of the saline St. Leon water are such that each season sees a goodly gathering at this pretty rural resort, many of the visitors being

Montrealers, but quite a number come from more distant points. Ample accommodation will be found there, and in addition to its curative waters, the surroundings of St. Leon are quiet and restful, and admirably calculated to please. Fairly good fishing can be had close at hand. Many families spend the summer at the Shawanegan Falls hotel, a commodious, well-managed hostelry reached from Three Rivers, or Lac a la Tortue, at which latter station the hotel conveyances meet all regular trains. The remainder of the route to Quebec is through country similar to that already referred to.



QUEBEC FROM THE RIVER.

Those desirous of a change from this all-rail pilgrimage can enjoy a delightful variety by taking steamer at Ottawa and voyaging down the Ottawa river to the St. Lawrence, and down the latter river to Montreal and Quebec. Going by one of the Ottawa River Navigation Company's steamers you will start early in the morning, and as the boat swings into midstream, the rocky bluff crowned by the government buildings presents a picture that cannot fail to please. The gigantic lumber yards on each side of the river, and the Chaudiere falls and timber slides are sure to interest a stranger, and lower

down the lumbering towns of Gatineau, Buckingham, Rockland, Thurso, and Papineauville are passed in succession, the last named perpetuating the name of one of the great Canadian politicians of the past. At Montebello, and below, some of the most picturesque scenery of that part of the country is revealed, and at noon Greenville, on the north side of the river, is reached. At this point furious rapids prevent the further passage of the boat, and passengers disembark and make a half hour's run by rail to Carillon, where a second steamer awaits them and the trip is continued. The next stopping-place is the village of Rigaud, in the province of Quebec, and below that is Point aux Anglais, where the first of a very picturesque array of scenery begins, and it steadily improves until the landing at Como, on the south side of the Lake of Two Mountains, is reached. Looking across the lake the north shore stretches away in a grand succession of lofty hills, and directly opposite is the Indian village of Oka at the foot of Mount Calvary, a rounding height with several curious old shrines upon its summit, which are visited on certain occasions by pilgrims from far and near. A little east of it is a smaller hill, upon which is a monastery of Trappist monks, who lead a most secluded life, finding occupation in tilling a large farm and tending their extensive orchards. The population of Oka is principally composed of Iroquois and Algonquin Indians, remnants of those once powerful nations.

Close to the juncture of the Ottawa with the St. Lawrence is the village of Ste. Anne's on the northern shore. This was once a landing place for the hardy voyageurs who scoured the waters of the Upper Ottawa in quest of the rich furs and peltries that then formed the staple product of the country; and it was at this point that Moore got the insight into the life of the trapper and voyageur which prompted him to write his musical Canadian boat-song. The Canadian Pacific " direct line between Montreal and Toronto crosses the river here, and the fine bridge spanning the stream will be noticed. A short distance below Ste. Anne's the brown waters of the Ottawa join the clear current of the St. Lawrence, and the eye can follow the discolored water for a long time before it fina ly mingles entirely and is lost in the great river. A short run from the mouth of the Ottawa

brings us to Lachine, where a number of people, who have come out from Montreal to make the descent of the rapids, are waiting, and in a few moments the steamer is making the exciting dash already noticed. From Montreal to Quebec the steamer makes a night trip, but the departure and arrival are so timed that the best of the scenery is visible at either end of the journey. A particularly fine view is afforded, as the boat moves down stream, of Montreal, the mountain, and the great water-front, the islands and banks of the river, and other points, and further down Three Rivers. The beautiful enlargement of the St. Lawrence, known as Lake St. Peter, and the mouth of the Jacques Cartier river, are successfully passed. The latter stream flows down from the north, and is quite a noted salmon river. Here, and all along both shores, henceforth, are relics and legends of the romantic and belligerent history of the early days of the province, and each headland has some old battery or monument, with many a legend of missionary zeal or knightly courage. Sillery and Cape Rouge, covered with villas, then tower up upon the left, while on the right are the steamboat wharves of South Quebec and Liverpool. Then the steamer turns toward the city, and moors to her wharf under the shadow of the great cliff and its citadel.

III.

To Niagara Falls, Buffalo, and Chautauqua Lake.

To attempt to give a description of Niagara's stupendous cataract in such a work as this would be sheer folly. Some of the greatest word-painters have tried to portray it and signally failed to do justice to their subject; poets have sung of it, but the grandest flights of fancy in prose or poetry convey but a faint idea of the awful majesty of the scene. At first sight the falls are disappointing; you go expecting you hardly know what and find a mighty torrent tumbling over a precipice of rock, and for a few moments you feel a vague dissatisfaction, a sort of idea that someway the spectacle is not what it was represented to be; but you will never carry that idea away from

the spot where you sit. The great breadth of the falls deceives you at first and prevents you from realizing their full height and power. But, as you watch the waters falling down in that awful plunge that has lasted for ages and will last for ages to come until the slow-yielding barrier of rock is finally eaten away, the mysterious power of Niagara seizes you and thrills you with an indescribable sensation of awe and reverence; you hear the thunderous voice of the flood commanding unqualified homage; you feel the solid rock beneath you trembling and vibrating in response to that awful force, and, as thousands have done before, you yield to the magnetism of the scene, and worship mutely at this, nature's most magnificent shrine in all the civilized world. Travellers tell us that there are even grander falls than this; that away in the "Dark Continent" great rivers plunge headlong into the very bowels of the earth, with a power and tumult that out-does the crowning glory of America, but you will not see them, so rest content with the magnificence before you, satisfied that in studying the falls by day, and if such is your good fortune, watching their changeful glories by moonlight, you have seen the spectacle of the world.

The tourist tickets issued by the Canadian Pacific to the falls and return, read from Toronto by steamer across Lake Ontario to Lewiston wharf. The return may be the same way, or by rail, through, Hamilton.

The steamers' wharf in Toronto is close to the railway station, and the two hours' trip is an exceedingly pleasant sail by either of the two boats. One is the *Chicora*, an old favorite, which now runs to Niagara and Lewiston, making two trips daily; or the new Clyde-built side-wheel steamer *Cibola*, which also makes two daily trips between Toronto, Niagara town and Lewiston wharf. The view of Toronto harbor and city gained in going out, or in coming into port, is one of the finest in the whole circuit of the Great Lakes; and the gradual approach to the American shore is highly entertaining. At the mouth of the Niagara river the bluffs overlooking the lake and the old-fashioned village of Youngstown, are crowned by fortifications, now more picturesque than formidable. The opposite point, on the Canadian side, is occupied by Niagara town and old Fort George.

Three miles above is the creek-mouth where the Canadian troops crossed over to attack Fort Niagara in 1812; and a little above that is Vrooman's point.

For seven miles the river thus winds between high wooded banks, whose monotony is continually interrupted bp some historic point, shaky fort or old-time mansion, while the bluffs are everywhere planted with the fruit trees for which this locality is famous. Then Queenston heights, where was fought the great battle of the War of 1812, in which Brock lost his life, comes into sight, and all eyes are riveted upon the columnar monument, 190 feet high, commemorating that brave officer. At Lewiston, N.Y., opposite these heights, the steamer reaches the head of navigation and makes its landing.

The railway cars running from Lewiston wharf to Niagara Falls are built in an open "excursion" style, allowing a free view of the great gorge of the river along whose brink the railway runs, past the whirlpool, until the noble cataract itself becomes most admirably visible.

In connection with these observation trains, the Niagara Navigation Co. run a special river steamer between Lewiston and Niagara, which offers the traveller an opportunity to inspect some of the most picturesque scenery in America, and the various points of historical interest on the river, including the Niagara gorge, whirlpool rapids, Brock's monument, Queenston heights, etc., etc. No trip to Niagara Falls is complete unless it includes this fascinating cruise by steamer from Lewiston to Niagara.

By taking the first morning boat from Toronto, the tourist may have quite time enough at Niagara Falls to see all the special features of the Cataract, the Rapids, Goat Island, the bridges and the villages on both sides of the falls, and return to Toronto the same evening; or he may go on to Buffalo and Chautauqua lake. It is to be remembered that the vicinity of the falls is now a public park, and no charges or tolls are collected of any sight-seer.

Thirty miles beyond the falls is Buffalo, the largest city on the Great Lakes, except Chicago, and which ranks among the leading centres of commerce in all America. A dozen great railroads, the Erie Canal and unlimited shipping concentrate here, making the city

busy and rich. The situation is a fine one, and some of the residence streets, shaded by noble trees, compare with the best in any rival town. A day can be spent most profitably in Buffalo by even the most casual traveller.

Chautauqua lake is the seat of a successful summer school and pleasure resort on the bank of one of the most charming lakes in western New York. It is laid out in streets, lawns, groves, water-fronts and play-grounds. A tabernacle, music hall, lecture rooms, etc., have been built for the use of the students who assemble here from all parts of the United States and Canada for a judicious and most successful commingling of recreation and study. Many of the most distinguished preachers, teachers, musicians and artists in the country give lectures and courses of instruction ; and every form of intellectual entertainment and rational amusement which can be suggested, is enjoyed. A fine hotel is among the advantages of this notable place, which deserves to be visited, if only for a brief period, by every tourist.

Miscellaneous Tours

To points of attraction lying between DETROIT in the West and QUEBEC in the East.

ALEXANDRIA BAY, N.Y., AND RETURN

ROUTE R 300

Rates as follows:

From Toronto	$11.00	From Detroit	$20.00
" London	15.85	" Sault Ste. Marie	27.00
" St. Thomas	16.10	" Port Arthur	41.00
" Niagara Falls	12.50	" Duluth	46.60

From St. Paul $46.60

Canadian Pacific Ry	to Sharbot Lake	14
Kingston & Pembroke Ry	" Kingston	41
Richelieu & Ontario Navigation Co	" Alexandria Bay	87

Return same route. R

ALEXANDRIA BAY, N.Y., AND RETURN

ROUTE R 301

Rates as follows:

From St. John, N.B	$27.05	From Montreal	$ 9.50
" Quebec	14.50	" Ottawa	6.50

Canadian Pacific Ry	to Brockville or Prescott	14
Richelieu & Ontario Navigation Co	" Alexandria Bay	86 or 89

Return same route. R

ALEXANDRIA BAY, N.Y., AND RETURN R W

ROUTE R 302

Rates as follows:

From St. John, N.B	$27.40	From St. Thomas	$16.95
" Quebec	14.50	" Niagara Falls	13.35
" Montreal	9.50	" Detroit	20.00
" Ottawa	6.70	" Sault Ste. Marie	27.10
" Toronto	11.10	" Port Arthur	41.10
" London	16.75	" Duluth	47.60

From St. Paul $47.60

Canadian Pacific Ry	to Sharbot Lake	14
Kingston & Pembroke Ry	" Kingston	41
Richelieu & Ontario Navigation Co. (Stop-over Alexandria Bay.)	" Brockville or Prescott	86 or 89
Canadian Pacific Ry	" Starting Point	14

BUFFALO, N.Y., AND RETURN

ROUTE R 303 — Rates as follows:

From	St. John, N.B	$34.50	From	London	$8.90
"	Quebec	24.90	"	St. Thomas	9.30
"	Montreal	19.90	"	Sault Ste. Marie	19.20
"	Ottawa	16.20	"	Port Arthur	33.20
"	Brockville	13.65	"	Duluth	39.50

From St. Paul $42.10

Canadian Pacific Ry	to	Toronto	14
Niagara Navigation Co	"	Lewiston	62
New York Central & Hudson River Rd	"	Buffalo	60

Return same route. R

BUFFALO, N.Y., AND RETURN R W

ROUTE R 304 — Rates same as for Route R 303

Canadian Pacific Ry	to	Toronto	14
Niagara Navigation Co	"	Lewiston	62
New York Central & H. R. Rd	"	Buffalo	60
Michigan Central Rd	"	Niagara	51
Niagara Navigation Co	"	Toronto	63
Canadian Pacific Ry	"	Starting Point	14

BUFFALO, N.Y., AND RETURN

ROUTE R 305 — Rates same as for Route R 303

Canadian Pacific Ry	to	Toronto	14
Niagara Navigation Co	"	Niagara	63
Michigan Central Rd	"	Buffalo	51

Return same route. R

CALEDONIA SPRINGS, ONT., AND RETURN

ROUTE R 306 — Rates as follows:

From	Boston	$19.50	From	London	$20.80
"	St. John, N.B	23.00	"	St. Thomas	21.20
"	Quebec	9.00	"	Niagara Falls	17.95
"	Montreal	4.00	"	Detroit	23.75
"	Ottawa	4.00	"	Sault Ste. Marie	31.70
"	Prescott	7.15	"	Port Arthur	45.70
"	Brockville	7.75	"	Duluth	50.85
"	Toronto	15.70	"	St. Paul	50.85

Canadian Pacific Ry	to	Calumet	14
Ferry	"	L'Orignal	31
Stage	"	Caledonia Springs	98

Return same route. R

CHAUTAUQUA LAKE, N.Y., AND RETURN

ROUTE R 307

Rates as follows;

From	St. John, N.B.	$37.25	From	London	$11.65
"	Quebec	27.65	"	St. Thomas	12.05
"	Montreal	22.65	"	Sault Ste. Marie	21.95
"	Ottawa	18.95	"	Port Arthur	35.95
"	Prescott	17.05	"	Duluth	39.50
"	Brockville	16.40	"	St. Paul	42.10

Canadian Pacific Ry	to	Toronto	14
Niagara Navigation Co	"	Niagara	63
Michigan Central Rd	"	Buffalo	51
Western, New York & Pennsylvania Rd	"	Mayville	13
Chautauqua Lake Steamers	"	Chautauqua	20

Return same route. R

CHAUTAUQUA LAKE, N.Y., AND RETURN

ROUTE R 308

Rates same as for Route R 307

Canadian Pacific Ry	to	Toronto	14
Niagara Navigation Co	"	Lewiston	62
New York Central & Hudson River Rd	"	Buffalo	60
Western, New York & Pennsylvania Rd	"	Mayville	13
Chautauqua Lake Steamers	"	Chautauqua	20

Return same route. R

CLEVELAND, OHIO, AND RETURN

ROUTE R 309

Rates as follows:

From	St. John, N.B.	$45.50	From	Ottawa	$23.75
"	Quebec	31.50	"	Prescott	22.00
"	Montreal	26.50	"	Brockville	21.40

From Toronto $15.25

Canadian Pacific Ry	to	St. Thomas	14
Michigan Central Rd	"	Detroit	54
Detroit & Cleveland Steam Navigation Co.	"	Cleveland	28

Return same route. R

DETROIT, MICH., AND RETURN R W

ROUTE R 310

Rates as follows:

From	Boston	$34.45	From	Ottawa	$24.20
"	St. John, N.B.	43.50	"	Prescott	22.50
"	Quebec	32.50	"	Toronto	12.50
"	Montreal	27.50	"	Brockville	21.90

Canadian Pacific Ry	to	Toronto	14
Niagara Navigation Co	"	Niagara	63
Michigan Central Rd	"	Buffalo	51
†Lake Superior Transit Co	"	Detroit	44
Michigan Central Rd	"	St. Thomas	54
Canadian Pacific Ry	"	Starting Point	14

†Meals and Berths included.

MASTIGOUCHE HOUSE, P.Q., AND RETURN

ROUTE R 311

Rates as follows:

From	Boston	$22.70	From	Brockville	$12.30
"	St. John, N.B	22.00	"	Toronto	21.70
"	Quebec	8.70	"	London	26.40
"	Montreal	6.70	"	St. Thomas	26.50
"	Ottawa	11.70	"	Niagara Falls	23.55
"	Prescott	11.70	"	Detroit	28.80

From Sault Ste. Marie.....$37.30

Canadian Pacific Ry	to	St. Gabriel	14
Stage	"	Mastigouche House	116

Return same route.

R

MONTREAL, P.Q., AND RETURN

ROUTE R 312

Rates as follows:

From	Toronto	$19.75	From	Detroit	$26.75
"	London	24.60	"	Sault Ste. Marie	35.75
"	St. Thomas	24.85	"	Port Arthur	49.60
"	Niagara Falls	20.75	"	Duluth	49.60

From St. Paul.....$49.60

Canadian Pacific Ry	to	Sharbot Lake	14
Kingston & Pembroke Ry	"	Kingston	41
Richelieu & Ontario Navigation Co	"	Prescott	87
Canadian Pacific Ry	"	Ottawa	14
Ottawa River Navigation Co	"	Montreal	66
Canadian Pacific Ry	"	Starting Point	14

MONTREAL, P.Q., AND RETURN

ROUTE R 313

Rates as follows:

From	Ottawa	$10.20	From	Detroit	$25.75
"	Toronto	18.00	"	Sault Ste. Marie	34.00
"	London	22.85	"	Port Arthur	48.00
"	St. Thomas	23.10	"	Duluth	49.60
"	Niagara Falls	19.00	"	St. Paul	49.60

Canadian Pacific Ry	to	Sharbot Lake	14
Kingston & Pembroke Ry	"	Kingston	41
Richelieu & Ontario Navigation Co	"	Montreal	87
Canadian Pacific Ry	"	Starting Point	14

MONTREAL, P.Q., AND RETURN

ROUTE R 314

Rates as follows:

From	Toronto	$18.00	From	Detroit	$26.75
"	London	22.85	"	Sault Ste. Marie	34.00
"	St. Thomas	23.10	"	Port Arthur	48.00
"	Niagara Falls	19.00	"	Duluth	49.60

From St. Paul.....$49.60

Canadian Pacific Ry	to	Toronto	14
Richelieu & Ontario Navigation Co	"	Montreal	92
Canadian Pacific Ry	"	Starting Point	14

MONTREAL, P.Q., AND RETURN

ROUTE R 315 — Rates as follows:

From	Ottawa	$ 7.00	From	Detroit	$25.75
"	Toronto	18.00	"	Sault Ste. Marie	34.00
"	London	22.85	"	Port Arthur	48.00
"	St. Thomas	23.10	"	Duluth	49.60
"	Niagara Falls	19.00	"	St. Paul	49.60

Canadian Pacific Ry	to Prescott	14
Richelieu & Ontario Navigation Co.	" Montreal	89
Canadian Pacific Ry	" Starting Point	14

MONTREAL, P.Q., AND RETURN

ROUTE R 316 — Rates as follows:

From	Prescott	$ 7.00	From	Niagara Falls	$19.00
"	Brockville	7.75	"	Detroit	25.00
"	Toronto	17.00	"	Sault Ste. Marie	33.00
"	London	21.85	"	Port Arthur	48.00
"	St. Thomas	22.10	"	Duluth	49.60

From St. Paul $49.60

Canadian Pacific Ry	to Ottawa	14
Ottawa River Navigation Co	" Montreal	66
Canadian Pacific Ry	" Starting Point	14

NIAGARA FALLS, ONT., AND RETURN

ROUTE R 317 — Rates as follows:

From	Boston, Mass	$27.75	From	Brockville	$12.70
"	St. John, N.B	34.50	"	London	7.95
"	Quebec	24.00	"	St. Thomas	8.35
"	Montreal	19.00	"	Sault Ste. Marie	18.25
"	Ottawa	15.25	"	Port Arthur	32.25
"	Prescott	13.35	"	Duluth	38.55

From St. Paul $41.80

Canadian Pacific Ry	to Toronto	14
Niagara Navigation Co	" Niagara	66
Michigan Central Rd	" Niagara Falls	53

Return same route. R

NIAGARA FALLS, N.Y., AND RETURN

ROUTE R 318 — Rates same as for Route R 317

Canadian Pacific Ry	to Toronto	14
Niagara Navigation Co	" Lewiston	62
New York Central & H. R. Rd	" Niagara Falls	61

Return same route. R

NIAGARA FALLS, N.Y., AND RETURN R W

ROUTE R 319 — Rates as follows:

From	St. John, N.B	$35.75	From	Montreal	$20.25
"	Quebec	25.25	"	Ottawa	17.35

Canadian Pacific Ry	to Prescott	14
Ferry	" Ogdensburg	32
Rome, Watertown & Ogdensburg Rd	" Lewiston	93
New York Central & Hudson River Rd	" Niagara Falls	61
New York Central & Hudson River Rd	" Suspension Bridge	61
Niagara Navigation Co	" Toronto	62
Canadian Pacific Ry	" Starting Point	14

NIAGARA FALLS, ONT., AND RETURN R W

ROUTE R 320

Rates as follows:

From	Boston	$30.25	From	Prescott	$19.00
"	St. John, N.B	37.00	"	Brockville	19.00
"	Quebec	24.00	"	Sault Ste. Marie	34.00
"	Montreal	19.00	"	Port Arthur	48.00
"	Ottawa	19.00	"	Duluth	49.60

From St. Paul.....$49.60

Canadian Pacific Ry	to	Toronto	14
Niagara Navigation Co	"	Niagara	63
Michigan Central Rd	"	Niagara Falls	53
Michigan Central Rd	"	Niagara	53
Niagara Navigation Co	"	Toronto	63
Richelieu & Ontario Navigation Co	"	Montreal	92
Canadian Pacific Ry	"	Starting Point	14

NORTH BAY, ONT. (LAKE NIPISSING), AND RETURN

ROUTE R 321

Rates as follows:

From	Boston	$29.00	From	Montreal	$14.50
"	St. John, N.B	33.50	"	Ottawa	11.00
"	Quebec	19.50	"	Prescott	12.20

From Brockville.....$11.70

Canadian Pacific Ry	to	North Bay	14

Return same route. R

OTTAWA, ONT., AND RETURN R W

ROUTE R 322

Rates as follows:

From	Boston	$20.00	From	St. Thomas	$23.10
"	St. John, N.B	26.00	"	Niagara Falls	19.00
"	Quebec	12.00	"	Detroit	25.00
"	Montreal	7.00	"	Sault Ste. Marie	34.00
"	Toronto	18.00	"	Port Arthur	48.00
"	London	22.85	"	Duluth	49.60

From St. Paul.....$49.60

Canadian Pacific Ry	to	Ottawa	14
Canadian Pacific Ry	"	Prescott	14
Richelieu & Ontario Navigation Co	"	Montreal	89
Canadian Pacific Ry	"	Starting Point	14

OTTAWA, ONT., AND RETURN

ROUTE R 323

Rates as follows:

From	Boston	$18.15	From	London	$21.85
"	St. John, N.B	* 24.15	"	St. Thomas	22.10
"	Quebec	‡ 10.00	"	Niagara Falls	19.00
"	Montreal	‡ 5.15	"	Detroit	25.00
"	Prescott	7.00	"	Sault Ste. Marie	33.00
"	Brockville	7.75	"	Port Arthur	47.00
"	Toronto	17.00	"	Duluth	49.60

From St. Paul.....$49.60

Canadian Pacific Ry	to	Ottawa	14
Ottawa River Navigation Co	"	Montreal	66
Canadian Pacific Ry	"	Starting Point	14

(‡ One month Time Limit.)

* If return is made direct by Canadian Pacific Railway, St. John, N.B., rate will be $24.00.

OTTAWA, ONT., AND RETURN R W

ROUTE R 324 Rates as follows:

From	Toronto	$13.30	From	Detroit	$22.20
"	London	18.95	"	Sault Ste. Marie	29.30
"	St. Thomas	19.05	"	Port Arthur	43.30
"	Niagara Falls	15.55	"	Duluth	47.60

From St. Paul $47.60

Canadian Pacific Ry	to	Sharbot Lake	14
Kingston & Pembroke Ry	"	Kingston	41
Richelieu & Ontario Navigation Co	"	Prescott	87
Canadian Pacific Ry	"	Ottawa	14
Canadian Pacific Ry	"	Starting Point	14

OTTAWA, ONT., AND RETURN R W

ROUTE R 325 Rates same as for Route R 324

Canadian Pacific Ry	to	Toronto	14
Richelieu & Ontario Navigation Co	"	Brockville or Prescott	92
Canadian Pacific Ry	"	Ottawa	14
Canadian Pacific Ry	"	Starting Point	14

OTTAWA, ONT., AND RETURN

ROUTE R 326 Rates as follows:

From	Boston	$18.85	From	Sault Ste. Marie	$34.00
"	St. John, N.B	24.85	"	Port Arthur	48.00
"	Quebec	10.85	"	Duluth	49.60
"	Montreal	5.85	"	St. Paul	49.60

Canadian Pacific Ry	to	Ottawa	14
Canada Atlantic Ry	"	Coteau Landing	19
Richelieu & Ontario Navigation Co	"	Montreal	88
Canadian Pacific Ry	"	Starting Point	14

(Time Limit, one month.)

QUEBEC, P.Q., AND RETURN R W

ROUTE R 327 Rates as follows:

From	Ottawa	$10.00	From	Detroit	$27.50
"	Toronto	20.00	"	Sault Ste. Marie	36.00
"	London	25.10	"	Port Arthur	50.00
"	St. Thomas	25.50	"	Duluth	54.60
"	Niagara Falls	22.25	"	St. Paul	54.60

Canadian Pacific Ry	to	Montreal	14
Richelieu & Ontario Navigation Co	"	Quebec	88
Canadian Pacific Ry	"	Starting Point	14

QUEBEC, P.Q., AND RETURN

ROUTE R 328 Rates as follows:

From	Toronto	$23.00	From	Detroit	$29.25
"	London	27.75	"	Sault Ste. Marie	39.00
"	St. Thomas	28.10	"	Port Arthur	53.00
"	Niagara Falls	24.00	"	Duluth	54.60

From St. Paul $54.60

Canadian Pacific Ry	to	Toronto	14
Richelieu & Ontario Navigation Co	"	Montreal	92
Richelieu & Ontario Navigation Co	"	Quebec	88
Canadian Pacific Ry	"	Starting Point	14

ST. LEON SPRINGS, P. Q., AND RETURN

ROUTE R 329

Rates as follows;

From	Boston	$19.00	From	London	$23.60
"	St John, N.B.	20.00	"	St. Thomas	24.00
"	Quebec	4.00	"	Niagara Falls	20.75
"	Montreal	3.50	"	Detroit	26.00
"	Ottawa	8.50	"	Sault Ste. Marie	34.50
"	Prescott	8.50	"	Port Arthur	48.50
"	Brockville	9.10	"	Duluth	53.10
"	Toronto	18.50	"	St. Paul	53.10

Canadian Pacific Ry	to Louiseville	14
Stage	" St. Leon Springs	97

Return same route. R

SHARBOT LAKE AND RETURN

ROUTE R 330

Rates as follows:

From	Quebec	$11.70	From	Toronto	$ 7.00
"	Montreal	6.70	"	London	11.35
"	Ottawa	3.60	"	St. Thomas	11.70
"	Prescott	3.35	"	Niagara Falls	9.25
"	Brockville	2.80	"	Detroit	15.50

Canadian Pacific Ry	to Sharbot Lake	14

Return same route. R

THOUSAND ISLANDS AND RETURN R W

ROUTE R 331

Rates as follows:

From	Ottawa	$14.00	From	Detroit	$20.00
"	Toronto	11.10	"	Sault Ste. Marie	27.10
"	London	16.75	"	Port Arthur	41.10
"	St. Thomas	16.95	"	Duluth	47.60
"	Niagara Falls	13.35	"	St. Paul	47.60

Canadian Pacific Ry	to Toronto	14
Richelieu & Ontario Navigation Co. (through Thousand Islands)	" Brockville or Prescott	92
Canadian Pacific Ry	" Starting Point	14

THOUSAND ISLAND PARK AND RETURN

ROUTE R 332

Rates as follows:

From	Ottawa	$ 7.65	From	Detroit	$20.00
"	Toronto	9.60	"	Sault Ste. Marie	25.60
"	London	15.25	"	Port Arthur	39.60
"	St. Thomas	15.70	"	Duluth	46.60
"	Niagara Falls	11.85	"	St. Paul	46.60

Canadian Pacific Ry	to Sharbot Lake	14
Kingston & Pembroke Ry	" Kingston	41
St. Lawrence Steamboat Co	" Thousand Island Park	127

Return same route. R

TORONTO, ONT., AND RETURN

ROUTE R 333 — Rates as follows;

From Boston	$28.50	From Montreal	$18.00
" St. John, N.B.	* 37.00	" Ottawa	18.00
" Quebec	23.00	" Prescott	18.00
From Brockville	$18.00		

Canadian Pacific Ry	to Toronto	14
Richlieu & Ontario Navigation Co	" Montreal	92
Canadian Pacific Ry	" Starting Point	14

* If return is made to St. John, N.B., direct by Canadian Pacific Railway, rate will be $34.00.

TO TORONTO AND CHICAGO AND RETURN

ROUTE R 334 — Rates as follows:

From Sault Ste. Marie	$27.50	From Port Arthur	$42.50

†Canadian Pacific Steamship Line	to Owen Sound	18
Canadian Pacific Ry	" Toronto	14
Canadian Pacific Ry	" St. Thomas	14
Michigan Central Rd	" Chicago	54
†Lake Mich. and Lake Superior Trans. Co.	" Sault Ste. Marie	43
†Canadian Pacific Steamship Line	" Starting Point	18

TORONTO AND RETURN — R W

ROUTE R 335 — Rates as follows:

From Sault Ste. Marie	$21.00	From Duluth	$41.30
" Port Arthur	36.00	" St. Paul	41.80

†Canadian Pacific Steamship Line	to Owen Sound	18
Canadian Pacific Ry	" Toronto	14
Canadian Pacific Ry	" St. Thomas	14
Michigan Central Rd	" Detroit	54
†Lake Superior Transit Co	" Sault Ste. Marie	45
†Canadian Pacific Steamship Line	" Starting Point	18

† Meals and Berths included.

SIDE TRIPS

TO BE USED IN CONNECTION

WITH

MISCELLANEOUS TOURS

ENUMERATED HEREIN

Brockville to Montreal, via Ottawa

ROUTE S T 300 — Rate **$4.60**

Canadian Pacific Ry	to Ottawa	14
Ottawa River Navigation Co	" Montreal	66

Brockville to Montreal, via Ottawa — R W

ROUTE S T 301 — Rate **$4.60**

Canadian Pacific Ry	to Ottawa	14
Canadian Pacific Ry	" Montreal	14

Brockville to Ottawa and Return to Prescott — R W

ROUTE S T 302 — Rate **$3.50**

Canadian Pacific Ry	to Ottawa	14
Canadian Pacific Ry	" Prescott	14

Brockville to Westport, Ont. (Rideau Lakes), and Return

ROUTE S T 303 — Rate **$3.00**

Brockville, Westport & Sault Ste. Marie Ry	to Westport	183

Return same route. R

Calumet to Caledonia Springs and Return

ROUTE S T 304 — Rate **$1.50**

Ferry	to L'Orignal	31
Stage	" Caledonia Springs	98

Return same route. R

Louiseville, P.Q., to St. Leon Springs and Return

ROUTE S T 305 — Rate **$1.00**

Stage	to St. Leon Springs and Ret.	97

Montreal to St. Leon Springs and Return

ROUTE S T 306 — Rate **$3.50**

Canadian Pacific Ry	to Louiseville	14
Stage	" St. Leon Springs	97

Return same route. R

Montreal to Prescott (via Ottawa)

R W

ROUTE S T 307 — Rate **$4.25**

Canadian Pacific Ry	to Ottawa	14
Canadian Pacific Ry	" Prescott	14

Montreal to Ottawa and Return

ROUTE S T 308 — Rate **$5.00**

Canadian Pacific Ry	to Ottawa	14

Return same route. R

Montreal to Ottawa and Return

ROUTE S T 309 — Rate **$5.00**

Canadian Pacific Ry	to Ottawa	14
Ottawa River Navigation Co	" Montreal	66

Montreal to Ottawa and Return

ROUTE S T 310 — Rate **$7.00**

Canadian Pacific Ry	to Ottawa	14
Canadian Pacific Ry	" Prescott	14
Richelieu & Ontario Navigation Co	" Montreal	89

Montreal to Quebec and Return

R W

ROUTE S T 311 — Rate **$5.00**

Richelieu & Ontario Navigation Co	to Quebec	88
Canadian Pacific Ry	" Montreal	14

Montreal to Quebec and Return

ROUTE S T 312 — Rate **$5.00**

Canadian Pacific Ry	to Quebec	14

Return same route. R

Montreal to Mastigouche House and Return

ROUTE S T 313 — Rate **$6.70**

Canadian Pacific Ry	to St. Gabriel	14
Stage	" Mastigouche House	116

Return same route. R

Toronto to Niagara Falls and Return

ROUTE S T 314 — Rate **$2.25**

Niagara Navigation Co	to Niagara	63
Michigan Central Rd	" Niagara Falls	53

Return same route. R

Toronto to Niagara Falls and Return

ROUTE S T 315 — Rate **$2.25**

Niagara Navigation Co	to Lewiston	62
New York Central & Hudson River Rd	" Niagara Falls	61

Return same route. R

RAILWAY, STEAMSHIP, ETC., CONNECTIONS

Miscellaneous Tours

(SUBJECT TO CHANGE)

FROM NIAGARA FALLS:

Michigan Central Railroad

For Toronto.....dep. 10.00 a.m. and 5.20 p.m. week days

New York Central & Hudson River Railroad

For Toronto.....dep. 7.25 a.m., 9.40 a.m. and 4.55 p.m week days

Arr. in Toronto, via Niagara Navigation Co'y, 10.30 a.m., 1.00 p.m. and 8.00 p.m.

FROM DETROIT:

Michigan Central Railroad

For Toronto.....{ dep 12.05 p.m. week days, and 10.55 p.m. daily
arr. 9.00 p.m. week days, and 8.50 a.m. daily

Detroit & Cleveland Steam Navigation Company

For Cleveland.....dep. 10.15 p.m. daily

FROM TORONTO:

Richelieu & Ontario Navigation Company

For Thousand Islands and Montreal.....dep. 2.00 p.m. daily except Sunday

Niagara Navigation Company

For Niagara Falls, Buffalo, etc.....dep. 7.00 a.m., 10.30 a.m., 2.00 p.m. and 4.45 p.m. week days

Hamilton Steamboat Co'y, Yonge St. Wharf

For Hamilton.....dep. 7.30 a.m., 11.00 a.m., 2.00 p.m. and 5.15 p.m.

FROM HAMILTON:

Hamilton Steamboat Company

For Toronto.....dep. 8.00 a.m., 10.45 a.m., 2.15 p m. and 5.15 p.m.

FROM KINGSTON:

Richelieu & Ontario Navigation Company

For Thousand Islands and Montreal.....dep. 5.00 a.m. daily except Monday

St. Lawrence River Steamboat Company

For Thousand Island Park direct.....dep. 3.00 p.m. week days

" " via Cape Vincent, dep. 6.00 a.m. and 2.30 p.m. week days

FROM BROCKVILLE:

Richelieu & Ontario Navigation Company

For East.....dep. 9.00 a.m. daily except Monday

For West.....dep. 10.00 a.m. daily except Monday

FROM PRESCOTT:

Richelieu & Ontario Navigation Company

For Montreal.....dep. 10.00 a.m. daily except Monday

For West.....dep. 9.00 a.m. daily exeept Monday

FROM OGDENSBURG:

Rome, Watertown & Ogdensburg Railroad

For Niagara Falls.....dep. 10.55 a.m. week days

FROM OTTAWA:

Ottawa River Navigation Company

For Montreal.....dep. 7.20 a.m. week days

FROM CALUMET:

Ferry to L'Orignal, thence Stage

To Caledonia Springs.....dep. 10.50 a.m. and 6.30 p.m. week days

FROM ST. GABRIEL:

Stage to Mastigouche House..... Stage each morning.

FROM LOUISEVILLE:

Stage to St. Leon Springs.....dep. on arrival of all day trains

FROM MONTREAL:

Richelieu & Ontario Navigation Company

For Quebec.....7.00 p.m. week days

For additional details and any change which may be made during season, see current Time Table Folders.

CANADIAN PACIFIC RAILWAY

THE SLEEPING AND PARLOR CAR SERVICE

Shown herein, unless where otherwise noted, is owned and operated by the Canadian Pacific Railway Company. It surpasses any in the world.

THROUGH SLEEPING CAR SERVICE BETWEEN

Montreal and Quebec.

Montreal and Boston via Montreal & Boston Air Line.

Montreal and Old Orchard Beach via White Mountains and Portland.

Montreal and St. Andrews, N.B., via C.P.R. Short Line.

Montreal and Halifax, N.S., via C.P.R. Short Line and St. John, N.B.

Montreal and Toronto.

Montreal and Vancouver via Port Arthur.

Boston and St. Paul via Montreal and Sault Ste. Marie.

Ottawa and Toronto via Smiths Falls.

Toronto and North Bay via N. & N. W. Div. of G. T. Ry.

Toronto and Chicago via St. Thomas and Michigan Central.

St. Paul and Winnipeg via St. Paul, Minneapolis & Manitoba Ry.

(SERVICE IN BOTH DIRECTIONS)

For time of trains on which these cars are run, see Time Table Folder of the Canadian Pacific Railway.

The following tariff of charges will be found extremely low :

FOR ONE LOWER OR ONE UPPER BERTH IN SLEEPING CAR BETWEEN

Quebec and Montreal	$1 50
Boston and Montreal	2 00
Boston and Sault Ste. Marie.	5 00
Boston and St. Paul	7 00
Boston and Vancouver	20 50
Montreal and Boston	2 00
Montreal and Portland	2 00
Montreal and Old Orchard	2 00
Montreal and St. Andrews, N.B.	2 50
Montreal and St. John, N.B.	2 50
Montreal and Halifax, N.S.	4 00
Montreal and Toronto.	2 00
Montreal and Sault Ste. Marie	4 00
Montreal and St. Paul, Minn.	6 00
Montreal and Port Arthur	6 00
Montreal and Winnipeg	8 00
Montreal and Banff Hot Springs	14 00
Montreal and Vancouver	20 00
Ottawa and Toronto	2 00
Ottawa and Vancouver	$20 00
Port Arthur and Banff Hot Springs	9 00
Pt. Arthur and Vancouver	15 00
Toronto and Portland	4 00
Toronto and Old Orchard	4 00
*Toronto and Chicago	3 00
*Toronto and Detroit	2 00
Toronto and Sault Ste. Marie	3 00
Toronto and St. Paul	5 00
Toronto and Port Arthur	6 00
Toronto and St. Andrews, N.B.	4 50
Toronto and St. John, N.B.	4 50
Toronto and Halifax	6 50
Toronto and Winnipeg	8 00
Toronto and Vancouver	18 50
*New York and Montreal	2 00
*Chicago and St. Paul	2 00
*St. Paul and Winnipeg	3 00
St. Paul and Vancouver.	13 50
Winnipeg and Vancouver	12 00

FOR ONE SEAT IN PARLOR CAR BETWEEN

Quebec and Montreal	$ 75
Montreal and Ottawa	50
Montreal and Toronto	1 00
Ottawa and Toronto	1 00
Toronto and Owen Sound	50
Toronto and St. Thomas	$ 50
Toronto and London	50
Toronto and Detroit	1 00
Montreal and Boston	1 50
Montreal and Portland	1 50

Between other Stations in Proportion.

*Cars owned by Sleeping Car Companies, not C. P. R.

Accommodation in First Class Sleeping Cars and in Parlor Cars will be sold to holders of Tourist Tickets.

Sleeping Car *Sections*, in Canadian Pacific Cars, double the above berth rate ; *Staterooms*, three times the above berth rate.

Two persons in the *same party*, when travelling from and to the same points, will be allowed to occupy a berth on one berth ticket, four a section on one section ticket, and six a stateroom on one stateroom ticket; provided always each presents his or her railway passage ticket.

Agents of the Canadian Pacific Railway at the Starting points of Sleeping or Parlor Cars will hold diagrams of Canadian Pacific Railway Cars for location of passengers, and ticket agents at other points will secure accommodation required by them on application to the agents enumerated below, by letter or telegraph, as necessary:

Toronto.....W. R. CALLAWAY, District Passenger Agent, 110 King St. W.
Montreal.....A. B. CHAFFEE, Jr., City Ticket Agent, 266 St. James St.
Ottawa.....J. E. PARKER, City Ticket Agent, 42 Sparks St.
Quebec.....J. W. RYDER, City Ticket Agent, St. Louis Hotel.
Boston.....H. J. COLVIN, City Ticket Agent, 211 Washington St.
St. John, N.B...Messrs. CHUBB & Co., City Ticket Agents, Chubb's Corner.
Halifax, N.S....C. R. BARRY, City Ticket Agent, 126 Hollis St.
Winnipeg....G. H. CAMPBELL, City Ticket Agent.
Vancouver...G. McL. BROWN, Ticket Agent.

Diagrams of Sleeping Cars on Transcontinental trains between Montreal and Vancouver, will be held at following stations several hours before arrival of through Sleeping Cars, and accommodation may be secured through such stations by telegraph or letter.

PACIFIC EXPRESS (Westbound).—North Bay, Port Arthur, Winnipeg, Regina, Banff.

ATLANTIC EXPRESS (Eastbound).—Glacier, Banff, Regina, Brandon, Winnipeg, Port Arthur, North Bay.

Diagrams of Sleeping Cars on Boston and St. Paul trains will be held at Montreal and Sault Ste. Marie several hours before arrival of through cars.

Letters or telegrams from passengers direct to above agents will receive prompt attention. When ordering be particular to state number of berths or sections, etc., required, the train, from and to what points, date of starting and route desired.

Holders of Sleeping Car Tickets, reading in either direction, between Vancouver and any point east or south of Winnipeg, will be furnished on application to Porter of Sleeping Car, with check on which they may stop over at Winnipeg, Banff Hot Springs and the Glacier, as desired.

Dining Cars are run on the through Transcontinental and Boston and St. Paul trains, the meals in which are 75 cents each.

AGENCIES.

Adelaide	**So. Aus.**	Agents Oceanic S.S. Co.	
Boston	**Mass.**	C. E. McPherson, District Passenger Agent	211 Washington St.
		H. J. Colvin, City Pass. Agent	211 Washington St.
Brockville	**Ont.**	Geo. McGlade, Ticket Agent	145 Main St.
Buffalo	**N.Y.**	Walter Hurd, Ticket Agent	15 Exchange St.
Chicago	**Ill.**	J. Francis Lee, Commercial Agent	232 South Clark St.
Detroit	**Mich.**	C. A. Warren, Ticket Agent Michigan Central Rd	
Glasgow	**Scotland**	Archer Baker, Europ'n Traffic Agent	135 Buchanan St.
Halifax	**N.S.**	C. R. Barry, Ticket Agent	126 Hollis St.
Hamilton	**Ont.**	W. J. Grant	8 James St. South.
Hioga	**Japan**	Messrs. Frazar & Co	
Hong Kong	**China**	Messrs. Adamson, Bell & Co., Agents for China	
Liverpool	**Eng.**	Archer Baker, Europ'n Traffic Agent	7 James St.
London	**Eng.**	" " " "	88 Cannon St.
London	**Ont.**	T. R. Parker, Ticket Agent	1 Masonic Temple.
Mackinac Island		Geo. Arnold, Ticket Agent	
Montreal	**Que.**	W. F. Egg, Dist. Pass. Agt.	Windsor St. Station
		A. B. Chaffee, Jr., City Passenger Agent	266 St. James St.
New York	**N.Y.**	E. V. Skinner, General Eastern Agent	353 Broadway.
		J. Ottenheimer, Land and Emigration Agent	30 State St.
		Everett Frazar, China and Japan Agent	124 Water St.
Niagara Falls	**Ont.**	Geo. M. Colburn	Clifton House.
Niagara Falls	**N.Y.**	D. Isaacs, Ticket Agent	Prospect House.
Ottawa	**Ont.**	J. E. Parker, City Pass. Agent	42 Sparks St.
Philadelphia	**Pa.**	H. McMurtrie, District Freight and Passenger Agent	Cor. Third and Chestnut Sts.
Portland	**Ore.**	C. G. McCord, Freight and Passenger Agent	6 Washington St.
Portland	**Me**	Ticket Agent, Maine Central Railroad	
Pt. Townsend.	**Wash.**	James Jones, Ticket Agent	
Prescott	**Ont.**	H. H. Wells, Ticket Agent	
Quebec	**Que.**	J. W. Ryder, City Pass. Agent	St. Louis Hotel.

St. John	**N.B.**	Messrs. Chubb & Co., Ticket Agents	Chubb's Corner.
San Francisco	**Cal.**	Messrs. Goodall, Perkins & Co., Agents Pacific Coast S S. Co.	10 Market St.
		D. B. Jackson, Passenger Agent	214 Montgomery St.
		M. M. Stern	222 Montgomery St.
S. S. Marie	**Mich.**	C. R. Crawley, Ticket Agent	Union Depot.
		Thos. R. Harvey, Ticket Agent	37 Ashmun St. and on S. S. Wharf.
Seattle	**Wash.**	E. W. MacGinnes	
Shanghai	**China**	Messrs. Adamson, Bell & Co	
Sherbrooke	**Que.**	John Murray	6 Commercial St.
Sydney	**N.S.W.**	Alex. Woods, Agent Oceanic Steamship Co	
Tacoma	**Wash.**	E. E. Ellis, Freight and Passenger Agent	
Toronto	**Ont.**	W. R. Callaway, District Passenger Agent	118 King St. West.
Vancouver	**B.C.**	G. McL. Brown, Ticket Agent.	
Victoria	**B.C.**	Robt. Irving, Freight and Passenger Agent	Government St.
Windsor	**Ont.**	W. C. Leary, Ticket Agent, Mich. Central Railroad	
Winnipeg	**Man.**	G. H. Campbell, City Ticket Agent	471 Main St.
Yokohama	**Japan**	Messrs. Frazar & Co., Agents for Japan	

Messrs. Thos. Cook & Sons, Tourist Agents, are also authorized Agents of the Canadian Pacific Railway, and can supply tickets and information.

MAP OF THE
Canadian Pacific Railway
(PACIFIC DIVISION)
AND
CONNECTIONS
ON THE
PACIFIC COAST
NORTH WEST TERRITORY
BRITISH COLUMBIA
ALASKA
ALBERTA
ATHABASCA
WASHINGTON
OREGON
CALIFORNIA
NEVADA
IDAHO
PACIFIC OCEAN
VANCOUVER TO YOKOHAMA
4334 MILES
VANCOUVER ISLAND
GRAHAM ISLAND
QUEEN CHARLOTTE ISLANDS
Queen Charlotte Sd.
Strait of Juan de Fuca
SAN FRANCISCO VANCOUVER
SAN FRANCISCO TO VICTORIA
PORTLAND
OREGON ROUTE
PUGET SOUND ROUTE
SAN FRANCISCO
ALASKA ROUTE
Great Slave Lake
Juneau
Sitka
Ft. Wrangel
Pyramid Harbor
LYONS HEAD 6000
Dease Lake
Finlay River
Peace River
Ft. McLeod
Ft. Fraser
Quesnelle L.
Kamloops
Ashcroft
Spatsum
Spence's Bridge
Lytton
North Bend
Spuzzum
Yale
Hope
Okanagan Lake
Upper Arrow Lake
Lower Arrow Lake
Kootenay Lake
Upper Columbia Lake
VANCOUVER
NANAIMO
VICTORIA
CROWN PK. 6,082
Whatcom
MT. BAKER
La Conner
PORT TOWNSEND
Snohomish
SEATTLE
NEW TACOMA
OLYMPIA
Tenino
Chehalis
Montesano
MT. RAINIER
MT. ST. HELENS
MT. ADAMS
Astoria
St. Helens
PORTLAND
Vancouver
Columbia River
East Portland
Woodburn
SALEM
MT. HOOD
MT. JEFFERSON
Lebanon
Corvallis
Newport
Eugene City
Coburg
THREE SISTERS
Roseburgh
DIAMOND PEAK
MT. THIELSON
Empire City
Jacksonville
Kerby
Linkville
MT. PITT 9,250
Ashland
Crescent City
Yreka
MT. SHASTA 14,440
Christmas or Warner Lakes
Malheur L.
Harney L.
Silver Cy.
Baker City
Huntington
Walla Walla
Umatilla Jc.
Pendleton
Ainsworth
Dalles
Sprague
Colfax
Palouse Jc.
Ft. Colville
Spokane Falls
Pend Oreille Lake
Eureka
Redding
Susanville
Red Bluff
Shelter Cove
Ft. Bragg
Ukiah
Port Arena
Lakeport
Woodland
SACRAMENTO
Reno
Virginia City
CARSON CITY
Genoa
Markleeville
Jackson
Stockton
Bridgeport
Aurora
Oakland
San Jose
Modesta
Merced
MT. DANA
MT. LYELL
Mariposa
MT. GODDARD
Fresno
Visalia
Tulare
Goshen
WHITNEYS PK.
KINGSTON PEAK
Salinas
MONTEREY
San Simeon
San Luis Obispo
Delano
Caliente
Mojave
Los Alamos
Gaviota
Sta. Barbara
San Buenaventura
Hueneme
LOS ANGELES
SAN BERNARDINO
Colton
Seven Palms
Yuma
National City
SAN DIEGO
Winnemucca
Battle Mtn.
Palisade
Elko
Wells
Austin
Eureka
Ward
Grantville
Tybo
Candelaria
Pioche
Silver Peak
Cottonwood
Ludlow
Amboy
Edson